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MEMORIAL

OF THE

CHAMBER OF COMMERCE

OF THE

STATE OF NEW-YORK

ON

OCEAN STEAM NAVIGATION.

JANUARY, 1864.

New-York:
JOHN W. AMERMAN, PRINTER,
No. 47 Cedar Street.

1864.

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MEMORIAL

OF THE

CHAMBER OF COMMERCE

OF THE

STATE OF NEW-YORK,

TO THE

SENATE AND HOUSE OF REPRESENTATIVES

OF THE UNITED STATES.

PREPARED BY

JOHN AUSTIN STEVENS, JR., SECRETARY,

UNDER THE DIRECTION OF THE COMMITTEE ON OCEAN STEAM NAVIGATION.

New-York:
JOHN W. AMERMAN, PRINTER,
No. 47 CEDAR STREET.

1864.

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RESOLUTION OF THE CHAMBER OF COMMERCE.

At a regular meeting of the Chamber of Commerce of the State of New-York, held 5th November, 1863, the following resolution was unanimously adopted:

Resolved, That a Special Committee be appointed to make a thorough investigation of the subject of Ocean Steam Navigation, and of the continual depredations on commerce, with a request to report at a subsequent meeting.

From the Minutes of the Chamber.

JOHN AUSTIN STEVENS, Jr.,

Secretary.

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MEMORIAL

OF THE

Chamber of Commerce of the State of New-York.

To the Honorable the Senate and House of Representatives of the United States of America, in Congress assembled:

May it please your Honorable Bodies:

This memorial of the Chamber of Commerce of the State of New-York respectfully represents the imperative importance of some legislation on the part of Congress to foster and support the commerce of the United States. Whatever view may have been hitherto entertained as to the wisdom of special legislation to promote any particular class of national interests, the period for hesitation has surely passed. The large and growing debt of the United States, arising from the cheerful and willing loans of the people, in which the mercantile classes are as fully represented as any other, presents considerations of a wholly new character. In borrowing such large sums from the nation the government has assumed duties of a new class—the duty of rendering that burthen as light as possible to the patriotic people who have assumed it—and it will not certainly be claimed to be an improper or unwise exercise of the power granted to Congress, by the Constitution, to "regulate commerce," if some additional debt be incurred to develope that branch of industry which the experience of all nations has shown to present the readiest and most equal method of meeting the expenses of government and interest on its obligations. In other words, Congress will not hesitate to lend to commerce some pecuniary aid, if it can be shown that such aid will develope the resources and add to the wealth of the nation, and at the same time increase the revenue of the government. It is not proposed in this memorial to show the decline in the commerce of the United States since the breaking out of the rebellion. A combination of causes has fortunately prevented that serious decadence which was looked for. In nothing, perhaps, have the immense resources of this nation been shown so much as in the maintenance of its export line, even when deducting from it the vast amount of the cotton crop. Nor

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will more than distant allusion be made to the ravages which have been committed upon American tonnage by the piratical cruisers of the South, nor the amount of tonnage which has been changed from American to foreign flags be examined into. These are subjects of great importance in themselves, which the forthcoming reports of the Treasury Department on Commerce and Navigation for the years ending June 30, 1862 and 1863, will plainly elucidate; and any statement of their probable figures would be unwise and premature.

It is believed that when those reports shall be produced, facts shown to exist will be so striking, and their nature so alarming, that your honorable bodies will need no hint or prompting from without to take proper measures to correct the serious and growing evils.

Yet your honorable bodies will hold in mind that the notorious decay of our tonnage from the causes named, makes it of increased importance to adopt measures which, in the judgment of your petitioners, would have been necessary even had no rebellion, with its consequent evils, occurred.

The hope is not entertained that at the present time, while rebel cruisers endanger the safety of our vessels, and naturally divert from them the passenger trade, and the valuable cargoes which are the principal support of steam lines, oceanic lines will be immediately established, even with the aid which is sought from government; but as the rebellion wanes and the dawn of national prosperity again brightens, it is confidently believed that the energy of the people of the United States will be aroused to the renewal of the struggle for commercial supremacy, which it has for the time abandoned for duties of a more imperative and sterner class, and such timely legislation is asked as will encourage the effort.

It is proposed to show the effect of ocean steam communication upon the commerce of the United States and Great Britain—her chief commercial rival; the development of markets for domestic produce by the increased facilities which steam affords; the steady and gradual increase in the commerce of Great Britain over our own, even with the nations which are our nearest neighbors and natural allies, and to point out the methods by which our lost influence may be regained. A full series of tables accompanies the memorial, to which reference is asked, and only such partial comparisons, as are necessary to throw light on the subject, are included in the body of the memorial itself.

The examination of this subject will necessarily embrace some account of the rise and progress of ocean steam navigation, and will show that the power and wealth of nations is, in this century, subjected to a new measure, the measure of steam, and that the commerce of nations has increased or dwindled as they have availed of or neglected this great agent of civilization.

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THE AMERICAN SYSTEM OF STEAM NAVIGATION.

Congressional Legislation.

The American system of ocean steam navigation dates from the year 1846.

For some years prior to this period, efforts had been made to establish lines of steamers, with the aid of Congress.

In 1841, Mr. T. Butler King, of Georgia, at the extra session, made a report from the Committee on Naval Affairs, urging the passage of a bill for the establishment of a home squadron, which was passed, and appended to it was a resolution directing the Secretary of the Navy to advertise for proposals for the establishment of lines of mail steamers similar to the British lines, to run to some European ports, and also for a line from some of the Northern to some of the Southern ports of the United States.

By an act of Congress passed 3d March, 1845, the policy was inaugurated of contracting for the transportation of mails to foreign countries, under the direction of the Postmaster-General; all such contracts were required to be made with citizens of the United States, and the service to be performed by American vessels. In pursuance of this authority, the Postmaster-General advertised for proposals to carry the mails on various routes.

A contract was made with Mr. Edward Mills, of New-York, to run a line of steamers from New-York to Bremen twice a month, touching at Cowes, with the privilege of going alternately to Havre, the compensation to be $400,000 per annum; and if to Havre, $350,000.

About the same period, Mr. E. K. Collins made his first proposition to run a line to Liverpool twice a month, for eight months, and once for the other four, for $385,000.

In May, 1846, the subject was again brought forward by Mr. King, in a report from the Committee on Naval Affairs, and in June of the same year a contract was made for the conveyance of the mails from New-York to Bremen in four first-class steamers.

In June, 1846, Mr. Niles, of Connecticut, introduced into the Senate the following resolution:

"The Postmaster-General is hereby authorized to apply twenty-five thousand dollars of the money appropriated for mail transportation for a line of mail steamers from the United States to Bremen, and a further sum of twenty-five thousand dollars for a line of mail steamers from the United States to Liverpool, in England; but no further sums shall be diverted to any other objects than the transportation of the mail within the United States."

It was at this time that it was proposed in England to duplicate the Cunard line, and it was thought that the establishment of an American line would perhaps arrest the project, so little was the fixed policy of the British government understood at that period.

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In March, 1847, an act was passed, requiring the Secretary of the Navy to enter into three contracts:

First. For five ships to carry mails from New-York to Liverpool.

Second. For conveyance of mails from New-York to New-Orleans, to touch at Charleston, Savannah and Havana, with a branch line from Havana to Chagres.

Third. To contract for the transmission of the mail from Panama to Oregon, touching at the intermediate points in California. On this line three large steamers were to be employed.

This was called, at the time, *The American System*, and was the first practical and intelligent effort to aid American commerce to hold its own in the rapid race for the mastery of the seas, and the sharp struggle for the carrying trade of the world, which the United States had undertaken with Great Britain. *The American System*, therefore, dates from 1846.

But the enterprise of our people was not measured by this legislation. In the fall of 1846, the first of our ocean steamers—the *Southerner*—was launched. She was the pioneer in a series of successful and profitable lines, which, while the domestic relations of the country were peaceful, largely contributed to its wealth, comfort and prosperity; and when war rudely broke up the accustomed course of trade, at once enabled the government to undertake and enforce a blockade of unparalleled extent. But for the fleet of ocean steamers which commerce placed at the disposal of the government, the course, and, perhaps, the result of the struggle might have been changed. The Charleston line, which has included some of the best steamers ever built in any country, was quickly followed by one to Savannah. These coast lines were independent of government aid, except so far as they received regular postage from the Post-Office Department for conveying the mails.

On the 6th December, 1847, Hon. J. Y. Mason, Secretary of the Navy, stated in his report:

"By the same act (3d March, 1847,) contracts were authorized for the transportation of the mail in steamers between New-York and Liverpool, between New-York and New-Orleans, and from Havana to Chagres.

"The contracts require the vessels to be ready for sea in October and November of the year 1848, and the right of pay will commence with the commencement of the performance of the mail service. The annual compensation under these agreements will be—

To E. K. Collins,.....	$385,000
A. G. Sloo,.....	290,000
Arnold Harris,.....	199,000

"I have cordially co-operated in the establishment of the several lines of steamers stipulated for by those contracts. Thirteen new vessels will be constructed in the most skillful manner, which may be used as war steamers, and will be available for national purposes in any emergency. The contracts stipulate that a mail agent, to be appointed by the Postmaster-General, shall be placed and maintained on board."

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On the 4th May, 1848, the Committee on Naval Affairs, by Mr. KING, proposed the establishment of steam communication from one of our ports in California to Shanghae and Canton in China, by the employment of four government war steamers.

On the 19th July, 1848, Mr. T. BUTLER KING reported to Congress a joint resolution, proposing—

1st. "To direct the Secretary of the Navy to advertise for proposals "for carrying the United States mail from either of the ports therein "named, that shall be ascertained to be most eligible, to those in France, "for a period of ten years, in five first-class steamers, capable, in all "respects, of being readily converted into ships-of-war, and to be placed "on the line during the first five years of the contract."

2d. "To establish a similar line, for similar purposes, from one of the "ports named in the United States to Antwerp, in Belgium, to extend "to Gluichstadt, at the mouth of the Elbe, during such part of the year "as the navigation of the North Sea may be considered safe. The two "lines to consist ultimately of ten ships of the largest class. These pro- "posals to be returned to this House, at its next session, for its consider- "ation."

"The last resolution proposes to employ temporarily the steamer United States."

The reason given by Mr. KING for these proposals was, that our intercourse with the Continent, so far as letters and passengers are concerned, was then conducted across the Island of Great Britain, the English Channel and the North Sea. There had been established twelve lines of steamers between Gluichstadt, at the mouth of the Elbe, Bremen-haven, Amsterdam, Antwerp, Ostend, Calais and Havre, on the Continent; and Southampton, Dover, London, Hull and Edinburgh, in the Island of Great Britain, through which lines our intercourse was maintained, and it was, therefore, important for us to avail of that communication to support our own tonnage.

Under this and similar legislation the several lines contemplated were wholly or partially undertaken, and so far put in progress, that in 1852 seven lines had been established, and were in successful operation.

This closes the account of American congressional legislation to protect the commerce of the United States. A comparison of this with the legislation of Great Britain will show how inadequate even this was to enable our merchants and shipmasters to compete for the commerce and carrying trade of the world with foreigners. Had the trade been left open to all the world for competition, the American would not have been the first to seek the aid of government; but it is doubtful whether ocean steam navigation would have been undertaken so early, but for aid in some form.

The following table will show the foreign mail service of the United States in the fall of that year:

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United States Mail Service Abroad, October 1, 1852.

No. of Route.	Points.	Distance. Miles.	No. of Trips.	Contractors.	Am't of pay.	Contract.
1.....	New-York, by Southampton, England, to Bremen-Haven, Germany,.....	3,760	Once a month.	Ocean Steam Navigation Co.—C. H. Sand,.....	$200,000	With Post-Master-General, act of Congress, March 3, 1845.
2.....	Charleston, S. C., by Savannah, Georgia, and Key-West, Florida, to Havana, Cuba,.....	689	Twice a month.	M. C. Mordecai,..	50,000	With Post-Master-General, acts of Congress, March 3, 1847, July 10, 1848.
3*.....	New-York to Aspinwall, New-Granada, direct,.....	2,000	Twice a month.	George Law, M. O. Roberts and B. R. McIlvaine,	290,000	Under contract with Secretary of Navy, acts of Congress, March 3, 1847, March 3, 1851.
	New-Orleans, Louisiana, to Aspinwall, New-Granada, direct,.....	1,400				
	New-York *via* Havana to New-Orleans, Louisiana,.....	2,000				Contract with Secretary of Navy and Post-Master-General, acts of March 3, 1847, March 3, 1851.
4.....	Astoria, Oregon, with sundry stoppages,..	4,200	Twice a month.	Pacific Mail S. S. Co.,.....	848,250	
5.....	New-York to Liverpool,.....	3,109	26 per year.	E. K. Collins & Co.....	858,000	Contract with Secretary of Navy, March 3, 1847, July 21, 1852.
6.....	New-York, by Cowes, to Havre, France,..	3,270	Once a month.	Ocean Steam Nav. Co.—M. Livingston, ...	150,000	Contract with P. Master-General, March 3, 1847.
7.....	Aspinwall to Panama,	60	Twice a month.	.....	50,436	Service of Panama R. R. under temporary arrangement, act of Congress, March 3, 1851, @ 22 c. per lb.
					$2,446,686	

* Of these lines, Nos. 3, 4 and 7 are now in operation—all the ocean lines being withdrawn.

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HISTORY OF AMERICAN LINES.

The Collins Line.

This famous line, in the history of which the American finds so much to gratify a just national pride and so much to awaken feelings of sympathy and regret, went into operation under the contract with government in the year 1850. On the 27th April of that year, the *Atlantic* sailed from New-York to Liverpool, on her first voyage. The *Pacific* followed early in the summer, the *Baltic* in the month of November, and the *Arctic* in December. The splendid character and great speed of the vessels, and the justly celebrated reputation of their commanders, at once won the confidence of the travelling public on both sides of the Atlantic, and the steamers were crowded with freight and the best class of passengers, and seemed to enjoy a harvest of prosperity. Intervening between the trips of the Cunard steamers, they, on many occasions, brought more passengers at an equal price than were brought by the English steamer which preceded or followed them; and the books of the line will show that their receipts were larger than their sea-going expenditures. But beneath this prosperity there were seeds of ruin, which, under ordinary circumstances, might never have appeared.

The vessels had been constructed at an enormous expense. They were the pioneers of great steamers, and a large sum had to be paid to the contractors for the machinery and engines on this account. The prudent contractors hesitated to incur the expense of constructing the new machinery requisite to build such enormous engines unless at an extraordinary price. These vessels cost about $675,000 each, while it is known that the *Asia* and *Africa* (Cunard steamers) did not cost over $575,000 to construct. Thus the line entered on a struggle with an established and successful rival, which had for ten years enjoyed a monopoly of the trade, with a heavy mortgage on its property. Still it would have overcome this disadvantage under the great public favor which it enjoyed, but for the disasters which afterwards overtook it, and which were beyond human control.

In September of 1854, the *Arctic*, Capt. Luce, came into collision, off Cape Race, with the French steamer Vesta, and went down, with 212 passengers and 110 of her crew.

In January, 1856, the *Pacific*, Capt. Eldridge, sailed from Liverpool, and was heard from no more.

In the same year the *Adriatic*, the largest steamer then afloat, was launched at New-York. The embarrassments of the Company were now at their height, and from the pressure of debt and disasters it never recovered. In 1858, the mortgagees, doubtful as to the security of their investment, determined to realize, and the remaining steamers, the *Atlantic*, *Baltic* and *Adriatic*, were withdrawn from the service and sold.

The government of the United States demanded vessels of a size, model and power that would secure the highest rate of speed; and such vessels could only be built and maintained at an extraordinary cost, and proportionate expense in running them. Nor is it to be concealed,

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that in the management of this line there was wanting that regard to economy which is essential to success in enterprises of this nature.

But this line did not close without having rendered the public a great, an inestimable service—in compelling an increase in the size, accommodations and speed of the British Line. Thus, in 1847, the average passages of the CUNARD steamers, to and from Boston, were 15 days and 7 hours, which was, in 1859, reduced to 13 days, 23 hours, a gain of 1 day 8 hours. The same year the average of New-York passages of the CUNARD line was 10 days 16 hours. On this line the British owners had put their fastest boats.

Throughout the period of the competition of the COLLINS with the CUNARD line, all the honor was to the former. Its steamers beat their English rivals nearly a day and a half on the average voyages. In nothing was American pride more interested and gratified than in this signal triumph of national industry and enterprise.

The following tables present the comparative speed of the American and British steamers at sundry periods:

Average Passages of the Cunard Steamers in 1859, *from the Report to Parliament of the Select Committee in* 1860.

LIVERPOOL AND BOSTON.

NAMES OF STEAMERS.	LIVERPOOL TO BOSTON.*					BOSTON TO LIVERPOOL.				
	No. of Passages.	Average Time of Passages.				No. of Passages.	Average Time of Passages.			
		days.	*hours.*	*min.*			*days.*	*hours.*	*min.*	
Niagara,.....	3	15	4	0	..	3	11	11	33	
Arabia,.....	6	12	19	13	..	6	10	7	6	
America,.....	5	14	20	6	..	6	11	14	20	
Canada,.....	7	14	4	30	..	6	11	2	50	
Europa,.....	6	13	3	0	..	5	10	15	15	
	27	13	20	53		26	10	23	21	

LIVERPOOL AND NEW-YORK.

NAMES OF STEAMERS.	LIVERPOOL TO NEW-YORK.†					NEW-YORK TO LIVERPOOL.				
	No. of Passages.	Average Time of Passages.				No. of Passages.	Average Time of Passages.			
		days.	*hours.*	*min.*			*days.*	*hours.*	*min.*	
Persia,.....	7	11	11	49	..	7	9	16	57	
Asia,.....	8	13	7	34	..	8	10	20	57	
Africa,.....	7	13	4	39	..	8	10	22	20	
Europa,.....	3	15	13	55	..	3	11	23	5	
Arabia,†.....	1	15	12	0	..	..	..	..	..	
	26	13	3	20	..	26	10	16	40	
Reducing Boston to New-York distance, the average of all passages is	53	13	23	0	..	53	11	5	0	
CUNARD LINE,‡.....	average as above,				..		12	14	4	

* 2,823 Nautical miles. † 3,013 Nautical miles. ‡ One trip.

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Average Passages of the Collins Steamers at several periods.

NEW-YORK AND LIVERPOOL.

Names of Steamers.	Liverpool to New-York.					New-York to Liverpool.			
	No. of Passages.	Average Time of Passages.				No. of Passages.	Average Time of Passages.		
1856.		*days.*	*hours.*	*min.*			*days.*	*hours.*	*min.*
Baltic,*.....	7	12	12	0	..	7	11	8	0
1857.									
Atlantic,.....	4	11	13	0	..	4	10	12	0

NEW-YORK AND SOUTHAMPTON.†

1860.		Inward.					Outward.		
Adriatic,.....	5	10	2	20	..	5	9	19	30

The Havre Line.

Managed with great prudence and undisturbed by any serious competition, the Havre line, notwithstanding its misfortunes in losing the *Franklin* and *Humboldt*—fine steamers—which obliged them to charter others at high prices to fill their contract until the *Arago* and *Fulton* were built, was a successful line, and maintained its service until the breaking out of the rebellion, which stopped travel and checked commerce, and caused a withdrawal of the line in December, 1861. The line is still in the hands of its original owners, and its steamers are now employed as government transports. It must be remembered that although the compensation granted this line was small, not over one dollar per mile, yet it never encountered any formidable competition.

The Bremen Line.

This was the pioneer of the American lines; but on the expiration of its contract in 1858, its owners, "The Ocean Steam Navigation Company," being unwilling to continue the mail service for the small compensation granted by the government, even with the old vessels, withdrew their steamers. Mr. Vanderbilt undertook the service with three of his unemployed steamers, but it was finally abandoned.

The Pacific Line.

At the time of its organization, this great company, which has with such success and profit, and in defiance of all competition, maintained its high reputation and controlled the travel of the Pacific coast, was a fair object of government aid. Yet the contract awarded to it was so insufficient, that it is notorious that the line would have failed and

* The shortest passage across the Atlantic was by the Baltic, in 1854. Time, 9 days, 16 hours, 59 minutes.

† Distance to Southampton exceeds that to Liverpool 59 miles.

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been abandoned, but for the opportune discovery of the gold fields of California, and the immense emigration which ensued just as it commenced its operations.

But since, with the growth of the Western Empire on the Pacific shore, this line may be considered as a coast line, it is not proposed to include in this sketch more than a notice of its success.

This company runs a line of boats from New-York to Aspinwall, another from Panama to San Francisco, touching at Acapulco for coal; a branch line touching at the intermediate points on the coast, Monterey, San Diego, Mazatlan, &c., and a branch line by the Columbia and Willamette rivers, to Portland, Oregon; a third branch runs from San Francisco to Olympia, at the head of Puget Sound, stopping at Victoria, on Vancouver's Island, in British territory.

The Havana Line.

The subsidy granted to Mr. Mordecai, for a line from Charleston to Havana, was sufficient to maintain it in continued and prosperous operation, and it was thriving when the rebellion broke out.

This closes the history of such lines as were subsidized by Congress. On reference to the table at the close of this section, it will be seen that the *only American steamer* in foreign trade is the *Adriatic*, now owned abroad.

Coast Lines.

Besides those already mentioned, there have been numerous lines established for coast service. Of these, as has been stated, the New-York and Charleston was the pioneer. This line, the New-York and Savannah, the New-York and New-Orleans, were all successful in their management, and in great favor with the American public. The *New-York and Havana* lines have all been crowned with success, and largely developed our trade with that rich and prosperous island. The *Tehuantepec* line, which had its terminus at *Minititlan*, on the Gulf, was abandoned, owing to the shallowness of the harbor, which does not admit of the entrance of steamers large enough for the character of the trade. The *Nicaragua* line, the terminus of which was at San Juan, has also been withdrawn; that harbor is filling up, and there is not now a draught of over nine feet water, where there was formerly fifteen. For a time this line met with success.

The Atlantic and Pacific Steamship Company, controlled by Mr. Vanderbilt, runs a line from New-York to Aspinwall, and a connecting line from Panama to San Francisco.

Mr. Roberts runs an independent line to Aspinwall.

Besides these regular lines, there are a number of steamers which run upon one or the other of the routes named, when favorable opportunities present.

The following table presents the several steam lines now in operation. It will be noticed that none of them are ocean lines, and that, with the exception of the Havana and Pacific lines, none run to foreign countries, on the American continents:

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AMERICAN STEAM LINES, JANUARY, 1864.

Names of Line.	*Route.*	*Steamers Employed.*	*Tonnage.*	*Total Tonnage.*	*Remarks.*
Pacific Mail Steamship Company.	Panama to San Francisco and Oregon.	Constitution,	3,300		Side-wheel.
		Golden City,	3,373		"
		Sacramento,	2,647		"
		Golden Age,	2,282		"
		St. Louis,	1,621		"
		Sonora,	1,616		"
		Orizaba,	1,451		"
		Uncle Sam,	1,434		"
		California,	1,057		"
		Mariposa,	1,089		Propeller.
		Monterey,	1,037		Side-wheel.
		Four new steamers building..	13,000		"
				33,907	
Atlantic and Pacific S. S. Co.	New-York to Aspinwall.	Ocean Queen,	2,801		Side-wheel.
		North Star,	1,867		"
		Northern Light,	1,867		"
		Champion,	1,490		"
		Ariel,	1,295		"
				9,320	
M. O. Roberts' California S. S. Line.	New-York to Aspinwall.	Illinois,	2,163		Side-wheel.
		Moses Taylor,	1,372		Pacific Coast.
		Retribution,	2,500		Not yet ready for Pacific Coast.
	Panama to San Francisco.	Empire City,	1,751		"
		America,	2,031		Pacific Coast.
				9,817	
Havana and New-Orleans Line.	New-York to Havana and New-Orleans.	Morning Star,	2,022		Side-wheel.
		Evening Star,	2,015		"
				4,037	
Spofford and Tileston's Line.	New-York to Havana and New-Orleans.	Eagle,	1,600		
		Columbia,	1,600		
				3,200	
New-York and Virginia.	New-York to Havana and New-Orleans.	Roanoke,	1,071		Side wheel.
		Creole,	1,046		"
		Yazoo,			Building Prop'r.
				2,117	
Cromwell's Line, New-Orleans S. S.	New-York to New-Orleans.	George Washington,	810		Propeller.
		Cromwell,	810		"
		Locust Point,	475		Extra boat.
		Parkersburg,	710		"
				2,805	
New-York and Portland.	New-York to Portland.	Potomac,	462		Propeller.
		Chesapeake,	470		"
				932	
				66,135	

There are no Transatlantic American lines.

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THE BRITISH SYSTEM OF STEAM NAVIGATION.

Parliamentary Legislation.

An act of Parliament (7 William IV., chapter 3, 1837) transferred all contracts by the Post Office Department for sea mails to the Admiralty. This was the beginning of the system of the mail steam-packet service of Great Britain.

The passages of the *Sirius* and *Great Western*, in 1838, from Liverpool to New-York, having plainly demonstrated the practicability of ocean steam navigation, the British government at once undertook to explore the new field thus opened to her industry and enterprise.

In the following year, 1839, a contract was made with Mr. Cunard to convey the mails from Liverpool, *via* Halifax, to Boston, in five steamers of the first class, for the sum of £85,000, or $425,000 per annum. It was stipulated that these vessels should be capable of conversion into ships of war, and of carrying ordnance of the heaviest kind.

This line of steamers, famous as the Cunard line, was immediately established, and the results of the experiment were so favorable that the government was, in 1846, induced to enlarge the contract of 1839, by adding four ships to run from Liverpool to New-York, and to increase the compensation to £145,000, or $725,000 per annum for the total service. These last vessels commenced their trips in 1848.

In 1845, the government entered into a contract with the *Peninsula and Oriental Steam Navigation Company* for the employment of seven steamers, at £160,000, to run from Southampton, *via* Gibraltar and Malta, to Alexandria, in Egypt; thence to send the mails overland to Suez; again thence by steamer to Singapore and Hong Kong, touching at Aden, Bombay and at Point de Galle, Ceylon, with a branch line from Point de Galle to Calcutta, touching at Madras.

In the year 1840 a contract was made by the Admiralty with the *Royal Mail Steam Packet Company*, at £240,000, or $1,200,000 per annum, for fourteen steamers, to carry the mails from Southampton to the West Indies, the ports of Mexico on the Gulf, and to New-Orleans, Mobile, Savannah and Charleston; to make 24 voyages, or 48 trips a year, leaving Southampton semi-monthly.

In consequence of some disasters during the first years, the West India line was relieved from touching at the ports of the United States, but in 1847 required to resume its trips to New-Orleans, and any others, as ordered.

This Company received a contract, in 1850, of £270,000 per annum, to carry the mails twice a month to the West Indies; and, in 1851, a further contract of £25,000 to carry the mails once in each month to Brazil and the River Plate. The conditions of the contract required that the passages should be made in the following time:

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To St. Thomas,.....	in 14	days	12	hours.
" Colon,.....	" 19	"	15	"
" Rio,.....	" 26	"	6	"
From Rio,.....	" 25	"	5	"
To Buenos Ayres,.....	" 35	"	12	"
From Buenos Ayres,.....	" 36	"	21	"

From St. Thomas ten different radiating lines to Mexico, Central America, the Spanish Main and the various West India Islands, keep up a constant communication.

These three lines employed, in 1848, eighty-seven steamers, and for the home service twenty-eight smaller steamers, in all, one hundred and fifteen steamships.

In 1846, the government made a contract with the *Pacific Steam Navigation Company* for a line from Valparaiso to Panama, touching at intermediate points, and making an overland connection with the West India line.

A series of contracts were also entered into connecting the important commercial towns with the Continent.

In 1852, the *Peninsula and Oriental Company** and the *Royal West India Mail Company* alone employed fifty-three steamers, of which thirty were wooden vessels and twenty-three iron; of these, sixteen run from Southampton to foreign ports, and twenty-three were permanently employed abroad.

In 1854, Mr. CUNARD received a contract to carry the mails from Halifax to Bermuda and St. Thomas, for £14,700 per annum.

In 1857, the *African Steamship Company* took a contract of £33,000 to take the mails once a month to the Cape of Good Hope; and in 1858, to the West Coast of Africa once a month, touching at Madeira, Teneriffe, Sierra Leone, and other intermediate points.

These contracts were all made for an extended period, and in nearly all, if not all cases, were renewed on the application of the companies some years before their expiration. In such renewals the government, while not withholding an additional subsidy when its need was imperatively demanded by the circumstances of the service, or the result to the contractors in the bargain made, always required some extension of the system, so as to allow of a more frequent, a more direct, or a more efficient service. While seeking always to make the system self-supporting, it has, nevertheless, unhesitatingly incurred new charges whenever it could thereby develope the commerce of its people, and open new markets to their industry.

The following table, taken from the Post Office Report of 1862, will show the important details of this comprehensive and extended system:

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* In the Appendix, Table No. 24, may be found a table of the steam fleet of the Peninsula and Oriental Steam Navigation Company, January 1, 1861.

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Table showing the Foreign Steam Communication of Great Britain, and the Government subsidies, from the Report of the Postmaster-General, 1862.

No. of the Lines.*	Destination.	No. of Trips.	Companies.	Date of Contract.	Subsidy per Annum.
12.....	Southampton, Vigo, Oporto and Lisbon,.....	Three times a month.	Peninsula and Oriental Steam Navigation Company,..	Admiralty. January 9, 1852.	£5,000
13.....	Southampton to Gibraltar, Malta and Alexandria,.....	Four times a month.	Ditto.	Admiralty. January 1, 1853. July 7, 1854.	249,625
	Marseilles, Malta and Alexandria,..				
	Suez and Bombay,..	Twice a month.	Ditto.		
	Suez and Calcutta,..				
	Bombay and China,.				
14.....	Point de Galle and Sydney, ...	Once a month.	Ditto.	Post Office. April 16, 1861.	134,672
15.....	Liverpool, Halifax and Boston,.....	Weekly.	Sir S. Cunard.....	Admiralty. June 24, 1858.	176,340
	Liverpool and New-York, ...				
16.....	Halifax, Bermuda and St. Thomas,..	Once a month.	Ditto.	July 1, 1854.	14,700
17.....	West Indies,.....	Twice a month.	Royal Mail Steam Packet Co.,.....	July 5, 1850.	270,000
	Brazil and River Plate, ...	Once a month.	Ditto.	January 1, 1851.	
18.....	Pacific,.....	Once a month.	Pacific Steam Navigation Co.,.....	April 1, 1862.	25,000
19.....	West Coast of Africa,	Once a month, to touch at Madeira, Teneriffe, Sierra Leone, &c.	African Steamship Co.,.....	Sept. 24, 1858.	30,000
20.....	Cape of Good Hope,.	Once a month.	Union S. S. Co.,....	Sept. 12, 1852.	33,060

In addition to this extended system of steam mail communication, an increased service is proposed on the China coast. Before the recent hostilities, a line was contemplated from China to Japan; another to connect Brazil with Australia across the South Pacific, and Australia with New-Zealand, and again from Panama to British Columbia. Nor will this sleepless and energetic nation pause in its course until it has girdled the world with its constant steam communication; and, by the combined wisdom of its rulers and the energy of its people, rendered all nations and all climes tributary to its power, and wealth, and comfort.

* The preceding numbers are of domestic lines, or lines to the Continent.

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THE BRITISH TELEGRAPHIC SYSTEM.

The British government, with the same wisdom with which it has developed an extensive system of steam communication, has also fostered the establishment of telegraphic lines continuously connecting distant points. Finding an established line to Sardinia, they entered into a contract, in 1858, for what was called the Mediterranean extension. This line extends from Cagliari, in the island of Sicily, thence to Malta, and then on to Corfu, the object of the line being to give telegraphic communication by way of France and Sardinia with Malta and Corfu; and on the giving way of the line, in 1858, they granted an additional facility by extending the period of guarantee, which was the form of aid adopted. "*The Mediterranean Extension Company*" then laid down another cable from Sicily to Malta by a more circuitous route. This Company passes its messages by the Submarine Company through France, thence to Genoa, from Genoa to Corsica, and Corsica to Sardinia, thence, as stated, to Malta and Corfu.

Dissatisfied with the necessity of passing through France or Germany to the Mediterranean islands, plans were projected for a coast line from Falmouth to Gibraltar and thence to Malta—entirely submarine.

In 1858 the government, finding that unless it gave its aid, there would be no line of communication with India at all, resolved to interpose. The same mode of guaranty being adopted, for a guaranty of 4½ per cent., for 50 years, the "*Red Sea Telegraph Company*" undertook to make and lay a line from Alexandria to Suez, from Suez to Aden, at the straits of the Red and Arabian sea, and from Aden to Kurrachee in Hindostan. From Kurrachee to Bombay a line has been since completed, and connection made with Madras and Calcutta on the Bay of Bengal, and Point de Galle in Ceylon, and extensions are proposed to be laid from Rangoon to Penang, thence to Singapore, to Manila, Hong Kong and Shanghae, but they can only be made at a very great expense. And from Singapore to Batavia a line has already been laid down by the Dutch, and a further English line is projected to run from Batavia to Melbourne, Australia.

A convention was made with Austria to lay a cable from Ragusa to Alexandria; and the Turkish government has granted the English government that, for 99 years, all the telegraphic stations between Alexandria and Kurrachee shall be in the hands of an English Company.

It will be seen by a comparison of the points connected by telegraphic, with those connected by steam communication, how carefully the two systems are combined, so as to aid and foster British commerce, and how unsparingly subsidies have been paid to each to promote this object.

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THE FRENCH SYSTEM OF STEAM NAVIGATION.

UNDER the reign of Napoleon III. France has again begun to develope her marine resources, and recover something of the maritime power and colonial extension which she enjoyed, until it was almost destroyed by the treaty of peace of 1815.

To encourage the development of commerce, the government pays enormous subsidies to the great lines which have been established to South America and the East. France, at least, does not intend to leave the control of the seas in the hands of one power, and she has been gradually seizing such important points as had escaped the attention of Great Britain, or she has made points, unimportant in themselves, at great labor and expense, secure ports of refuge to her commerce, and of control over the great highways of the world. In the Mediterranean, Algeria offsets Malta. In the Pacific, Otaheite, seized by LOUIS PHILLIPPE and placed under French protection, affords a station unsurpassed in the South Pacific, and she is fast acquiring and strengthening ports in the Indian and China seas, as well as on the African coast.

All the French lines are in the hands of one great company, the "*Messageries Imperiales*," under a large general subsidy from the government, which is increased as any new service is added. This company is on a permanent and national footing. The government makes the advances necessary to build the steamers, and gives an annual subsidy besides, and takes from the line an annual per centage of not exceeding five per cent., by which it repays itself gradually for the first advance. The *Messagerie* employs three great lines, and a fourth is now contemplated.

The first and oldest of these, having been now over twenty years established, is the Mediterranean line. This service is performed by two lines of steamers, one of which leaves each alternate week for Alexandria, and another for Constantinople, touching at the Italian and Greek ports, Malta, and the ports of Asia Minor. The other touches at the various ports on the coast of Africa, Tunis, Algiers and Tangiers. These vessels are all under the command of First-Lieutenants of the Imperial navy, with the grade of Captain.

The East India service is performed by a monthly line of steamers, which leave Marseilles and touch at Alexandria; thence to Aden, Point de Galle and the Bay of Saigon, and ends at Hong Kong. Connected with these are two branch lines, one from Hong Kong and Shanghai. A second is proposed from Aden to the Isle of Bourbon—a French possession. The main line has been in operation some years.

There are two transatlantic lines which are in full operation. The first runs from Bordeaux, twice each month, to Brazil and La Plata, and has been in operation some five or six years. The second is to Mexico, touching at Santiago de Cuba, on the Island of Cuba, and at Martinique. This line leaves St. Nazaire, and ends at Vera Cruz; a branch line con-

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nects Martinique with Guadaloupe. The main Mexican line has been in operation since the French occupation of Vera Cruz, and will shortly run semi-monthly.

The third transatlantic line is now nearly ready to commence its semi-monthly trips from Havre to New-York—the first steamer to leave in April.

PROGRESSIVE INCREASE IN FRENCH TONNAGE.

	No. of Vessels. Sailing and Steam.		Steamers.	
On the 31st. Dec.	Number.	Tonnage.	Number.	Tonnage.
1847,	14,321	660,260	117	12,367
1848,	14,353	683,298	118	13,152
1849,	14,364	680,585	119	13,391
1850,	14,354	688,180	126	13,925
1851,	14,557	704,429	139	19,460
1852,	14,607	721,427	151	22,171
1853,	14,719	722,705	174	26,309
1854,	14,396	789,762	197	35,098
1855,	14,248	872,156	225	45,493
1856,	14,724	998,996	275	64,339
1857,	15,776	1,052,576	327	71,479
1858,	15,187	1,049,844	324	66,587

PRESENT STEAM COMMUNICATION BETWEEN EUROPE AND THE UNITED STATES.

The legislation of the two countries has been presented, and the service rendered by the American lines, so long as they enjoyed the subsidies of the government, and were thereby enabled to compete with their foreign rivals. The following table shows the existing steam communication of the United States with Europe; and the fact is pointed out with humiliation and regret, that while both Great Britain and the Hanse Towns are increasing the number of their vessels, and France is about to establish a line, not only have the United States no lines across the Atlantic, but that the only American vessel, the "*Adriatic*," which crosses the ocean, has passed from American into foreign hands.

Yet it is a subject of natural pride, to which your memorialists point with satisfaction, that in this field of enterprise, as in all others, American skill, mechanical industry and enterprise, whenever opportunity was presented for fair and legitimate competition, maintained an equality with, if not superiority over all rivals; and they now believe, that with such opportunity afforded, and when the seas are cleared of the piratical cruisers, they will, without great charge to the government, recover the passenger trade of the Atlantic ocean from all competitors.

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FOREIGN STEAM LINES TO THE UNITED STATES, JANUARY, 1864.

Line.	Route.	Name of Steamers.	Ton'ge of each steamer.	Total tonnage.	
Cunard Line.	Liverpool to New-York, and Liverpool to Boston.	Scotia,	4,137		Under subsidy.
		Persia,	3,688		
		Australasian,	2,663		
		China,	2,522		
		Arabia,	2,285		
		Africa,	2,088		
		Asia,	2,051		
		Europa,	1,751		
		America,	2,030		
		Niagara,	1,824		
		Canada,	1,881		
				26,870	
Screw Line.		Kedar,	1,628		
		Hecla,	1,684		
		Olympia,	1,666		
		Sciota,	1,704		
				6,682	
Dale Line.	Liverpool to New-York.	City of London,	2,560		Transferred from Philadelphia to New-York in 1857.
		" New-York,	2,560		
		" Baltimore,	2,367		
		" Washington,	2,380		
		" Manchester,	2,109		
		" Cork,	1,545		
		" Limerick,	1,540		
		Etna,	2,215		
		Edinburg,	2,197		
		Kangaroo,	1,874		
		Bosphorus Branch,	448		
		Glasgow,	1,962		
				23,757	
London and New-York S. S. Co.		Bellona,	1,703		
		Cella,	1,683		
				3,386	
		Unica, / Avoca, / Una,			Not yet completed.
Anchor Line.		Britannia,	1,274		
		Caledonia,	1,265		
		United Kingdom,	1,155		
				3,694	
Montreal Ocean S. S. Line.		St. George,	1,426		
		St. Andrew,	1,393		
		St. Patrick,			
				2,819	
Galway Line.		Adriatic,*	4,000		
		Columbia,	2,000		
				6,000	
National Steam Nav. Co.		Louisiana,	2,271		
		Virginia,	2,747		
		Carolina,	2,410		
				7,428	
Hamburg American Pack't Co.		Saxonia,	2,500		
		Hammonia,	2,100		
		Teutonia,	2,400		
		Borussia,	2,100		
		Germania,	2,600		
				11,700	
North German Lloyds S. S. Line.		America,	2,509		Fine vessels.
		New-York,	2,366		
		Hansa,	2,882		
		Bremen,	2,398		
				10,155	
Jamaica and Hayti, Nassau and Havana.		Saladin,	518		Under subsidy.
		Corsica,	1,042		
				1,560	
		Steamers, total tons,		104,051	

* This steamer, built for the Collins line, and now owned abroad, is the only American steamer which crosses the ocean.

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GOVERNMENT SUBSIDIES TO OCEAN STEAMERS.

THE wisdom and propriety of government paying subsidies to ocean steamers for the conveyance of the mails, has been widely discussed both in this country and in England, by able writers, by the press of the two countries, and on the floor of the House of Commons and the halls of Congress.

In the beginning of the controversy the liberal view prevailed in this country. The general sentiment of the nation, justly stimulated by the triumphs which our steam lines rapidly achieved over all rivals, and by the continued successes of the American shipmaster, was clearly in favor of giving every encouragement to these enterprises. The disasters which overtook the COLLINS line — disasters beyond the control of mechanic or master — beyond the ken of government or owner—somewhat dulled this enthusiasm, and strengthened the hands of a class of men who, changing their views from those which they had before entertained, determined that they would no longer support what they were pleased to call a tribute to Northern prosperity and Northern commerce. It is needless here to oppose this narrow policy. The day has passed, and passed forever, when an American will look with jealousy on the fostering or development of any branch of the industry of the country, whether agricultural, commercial or mechanical.

Yet nothing is more certain, than that men were found, (and this was as nothing compared with their later crime,) who were ready to destroy the commercial supremacy of this nation, and to strip it of its right arm of offence, by crippling its marine, that it might be the more powerless to resist their then premeditated treason.

Unfortunately their counsels prevailed, and the ocean steamers, in which the country took such a hearty and honest pride, are among the memories of the past.

In England, no such false policy has prevailed. From the year 1840, when, the experiment of the *Sirius* having succeeded, the government set itself to work to bind in its chains the commerce of the world, there has been no hesitation or drawback on the part of the authorities. Repeated investigations have been had; volumes of testimony have been published; economists have attacked the system in vain. Endeavors have been made to stimulate the lines to support themselves, yet, what is the result? One answer will suffice. Lord STANLEY, of Alderley, the Postmaster-General of Great Britain, in his report of 1862, says:

"As regards the cost of the packet service generally, I entertain a hope that at some distant time these packets will all be self-supporting—that is, that the subsidy will in no instance exceed the amount of sea postage, but for many years to come there will be, no doubt, a deficiency, and the question will remain how the deficiency is to be made good;" and he suggests that the colonies should be made to pay one-half of the

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cost of supporting the service—which may be the case at a distant period. If, without competition, these lines cannot be maintained, without government subsidies, it is not probable that they will be maintained with such competition.

Intimations have been made that the British government were ready to abandon the system of subsidies. There is little doubt that the system will be abandoned so soon as the commerce which the lines develope becomes sufficiently great to enable them to support themselves by freight and passengers and ordinary sea postage. It is stated that this is already the case with the trade to the United States, and it is questionable whether the CUNARD line will receive, on the expiration of its contract, a renewal on as favorable terms. The numerous lines springing up lead to this conclusion; but there is no evidence that this withdrawal of government aid will be applied to the South American, West Indian or East Indian lines. On the contrary, every year something additional is granted to their support and extension; and the period at which they will be self-sustaining appears to be, as stated by Lord STANLEY, remote.

On reference to the rate of speed of the British lines on the foreign service, particularly that to the West Indies and the South American coast, it will be found that the reason for this inability of the lines to sustain themselves does not arise from the large consumption of coal requisite to a high rate of speed. So long as there is no competition, the government does not exact very rapid service. Doubtless, when such competition occurs, the subsidies will be increased, and the lines be further encouraged. This applies especially to the coast lines.

With regard to ocean lines, the question is still mooted as to whether any side-wheel steamers of sufficient size, strength and speed, to meet the present requirements of travel and postal demand, can be maintained without subsidies with any profit to the owners; while it is not denied that screw steamers may be so managed as to run with profit without government aid.

In 1860, a special committee was appointed by the House of Commons to consider the whole subject of steam packet and telegraphic communication; among the tables reported by them, are the two following, which show the existing lines and the cost of their maintenance. The one is a report of the cost of, and loss to government by the CUNARD line, showing the difference as against the government to have been, in the year 1859, £79,000, or $395,000.

The other states the service of all the lines, and shows the loss to have been, in 1859, £514,400, or $2,572,000. What a small per centage to pay for the enormous increase which steam communication has given to commerce, and the comforts it has given to the world!

If no pecuniary gain resulted, it were a small price to pay for the happiness which it promotes, drawing near the distant and loved, and again uniting for a season those who, but for this annihilation of time and space, had been forever divided.

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AN ESTIMATE *of the* CORRESPONDENCE *conveyed by the* BRITISH AMERICAN PACKETS, (CUNARD LINE,) *in one year,* 1859; *of the total British Postage thereon; of certain deductions to be made from the total British Postage; of the British Sea Postage remaining after making those deductions; of the cost of Sea Conveyance, and of the difference between the cost of Sea Conveyance and the amount of Sea Postage.*

From the Report of Select Committee on Postal and Telegraphic Contracts, made to the House of Commons, May, 1860.

Correspondence.			Total British Postage on Letters.	Total British Postage on Printed Matter.	Sea Postage.
Letters. No.	Printed Matter. No.				
4,810,000		Between the U. Kingdom and the U. S.,...	£ 82,500		
	1,758,000	Do. do.		£ 7,500	
243,800		Between the United Kingdom and Canada,	6,000		
	471,800	Do. do.		1,600	
		Of this number only 384,000 (which were despatched from the United Kingdom,) produced any British postage.			
135,700		Between the United Kingdom and the rest of British North America and Bermuda,.	†4,550		
		†Including £1,500 for postage on official letters.			
	‡164,920	Between the United Kingdom and the rest of British North America and Bermuda,.		670	
		‡Of this number the papers received in the United Kingdom produced no British postage.			
46,000		Between the United Kingdom and Havana, Mexico and California,.....	2,750		
	34,400	Do. do.		140	
cannot be	stated.	Between intermediate ports,.....	2,700		
115,300		Between the Continent of Europe and North America in open mails,.....	5,620		
	104,000	Do. do.		460	
Oz.	Oz.				
290,500	321,000	French and Prussian closed mail,.....	17,950	530	
			£122,070	£ 10,900	
				122,070	
				£132 970	
		Deduct for returned letters,.....		4,835	
		Deduct for British inland rate, 1½d. per letter on the whole number of letters in the number column,.....	11,000	128,135	
		And half the postage on the printed matter, with the exception of the 1 centime on the French and Prussian closed mails,	5,135	16,135	£112,000

COST OF SEA CONVEYANCE.

For conveyance of mails between Liverpool and to Halifax and Boston, and between Liverpool and New-York,.....	£173,300	
Do. do. Between New-York and Nassau,....	3,000	
Do. do. Between Halifax and Bermuda and St. Thomas, and between Halifax and St. John's, Newfoundland,.....	14,700	191,000
LOSS on the service, viz., difference between sea postage and cost of sea conveyance,.....		£ 79,000

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In the beginning of the mail service the British government, so far from losing, was a gainer by its contracts with the Cunard steamers.

It has been estimated that, in the six years from 1841 to 1846 inclusive, the amount of moneys received for sea postages by the British Government, was, in

Estimate of Sea Postages received from Cunard Line, from 1841 *to* 1846.

1841,	21 voyages,	....	$1,327,200
1842,	21 "	....	1,327,200
1843,	20 "	....	1,295,600
1844,	20 "	....	1,295,600
1845,	21 "	....	1,327,000
1846,	19 "	....	1,264,200
Total 6 years,	122		$7,836,800
The amount paid for service, 6 years, £85,000 each,		£4,500,000 =	$2,550,000
Balance to credit of Great Britain,			$5,286,800

This estimate was based on an average mail of 60,000 letters, 40,000 printed papers, and an average yield of $31,600. This was the estimate submitted to the Senate by Mr. KING, of Georgia, in his speech on the Marine Packet Service in July, 1848.

The establishment of the COLLINS line destroyed this monopoly, and it has never been regained.

A Statement showing the Payment for each of the Foreign and Colonial Packets under contract with the British Government: the estimated Sea Postage on the Correspondence conveyed by each line of Packets; the Profit or Loss on each Line, &c., in 1859, *from the Report of the Select Committee,* 1860.

Packets.	Contract Payments.	Sea Postage.	Profit.	Loss.	The cost of Sea Conveyance per ounce of Letter and pound of Printed Matter.
A. DOVER AND CALAIS, AND DOVER AND OSTEND....	£15,500 ..	£76,000 ..	£60,500 ..	.... ..	....
B. Peninsula,.....	20,500 ..	3,000 ..	....	..£175,000 ..	9 8¾
C. North America,.....	191,000 ..	112,000 ..	....	.. 79,000 ..	2 6
D. West Indian, Pacific, Brazilian,.....	293,500 ..	78,000 ..	....	.. 215,500 ..	4 8
E. West Coast of Africa,.....	30,000 ..	4,000 ..	....	.. 26,000 ..	6 1 35-16
F. The Cape of Good Hope,..	32,400 ..	7,500 ..	....	.. 24,900 ..	2 4⅜
G. Australia,.....	97,000 ..	29,000 ..	....	.. 68,000 ..	2 3⅛
H. East Indies,.....	168,000 ..	84,000 ..	....	.. 84,000 ..	1 4 11-16
	£847,900 ..	£393,500 ..	£60,500 ..	£514,400	

A loss per annum of £514,400.

Lord STANLEY, in his report of 1862, remarks, "*that the American mails in their ordinary course entail a heavy loss.*" And on examination of the above tables it will be found that the chief loss was in the service with the American continents, £79,000 on that to North America, and £215,500 to the Southern American countries. Yet it is not proposed to withdraw, but rather to increase the lines and extend their service.

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Experience has shown that *ocean* mail lines cannot be maintained at all without government subsidies, and coast lines only under the most favorable circumstances; that is, where the population and consequent travel is large, coal easily obtained, and freight regular and certain.

Nor can it be answered that the existence at the present of numerous and successful lines upon the Atlantic, which are running in many cases without subsidies, is an evidence against the truth of this assertion. It must not be forgotten that the "times are out of joint," that rebel cruisers, fitted out in British ports with the last improvements in machinery and armament, strong to assail the weak and defenceless, and light of foot when pursued by men of war, have driven American commerce from the seas, and thrown into the hands of the foreigner a large part of our carrying trade—a proportion of which has been made tributary to the foreign steam lines.

It is safer to draw all comparisons to the summer of 1860, when, though the cloud hung lowering over the political horizon, commerce had not yet taken in its sail or altered its courses.

During the time of the existence of the competition between the British and American lines, while the foreign companies were all thriving, those of this country were gradually becoming embarrassed; this was owing, mainly, to the higher rate of compensation paid by the British government for their mail service. Thus, it was estimated by Mr. RAINEY that, in 1858, the ocean mail steamers of Great Britain run 2,532,231 miles, at a total cost to the Admiralty of £1,062,797, or $5,333,985. The ocean mail steamers of the United States run 735,732 miles per year, at a total charge on the Post Office Department of $1,329,733. The British steamers run three and a half times as many miles as the American and received a sum more than four times as large.

The following tables, taken from the work of Mr. RAINEY on the *Ocean Post*, show that while the British government was paying to four of her principal ocean lines an average of $2 39 per mile, the American government was paying to five of ours an average of $1 80¾ only, or about two-thirds as much as the former. The tables are made up for 1857.

Table showing Comparative Subsidies to American and British Lines in 1857.

AMERICAN.

LINE.	Trips.	Distances.	Subsidy.	Gross Postage.	Total miles.	Pay per mile.
Collins,.....	29 ..	3,100 ..	$385,000 ..	$415,867 ..	124,000 ..	$3.10½
Bremen,.....	13 ..	3,700 ..	128,937 ..	123,937 ..	96,000 ..	1.34
Havre,.....	13 ..	3,270 ..	88,484 ..	88,484 ..	85,020 ..	1.00⅓
Aspinwall, ...	24 ..	3,200 ..	290,000 ..	139,610 ..	153,600 ..	1.88¾
Pacific,.....	24 ..	4,200 ..	348,250 ..	183,238 ..	201,600 ..	1.70
Havana,.....	24 ..	669 ..	60,000 ..	6,288 ..	32,112 ..	1.86½
Vera Cruz,....	24 ..	900 ..	29,062 ..	5,960 ..	43,200 ..	.07
			$1,329,733	$1,035,740*	725,732*	1.80¾ Average.

* The slight errors in these footings occur in the original.

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BRITISH.

Line.	Trips.	Distances.	Subsidy.	Gross Postage.	Total miles.	Pay per mile.
Cunard.....	52	3,100	£173,340	£143,667.10	304,000	11s. 4¼d. $2.83⅛
Royal Mail,.....	24	11,402	270,000	106,905.00	547,296	9 10 2 46
Peninsula and Oriental,....	24	*....	244,000	178,186.11	796,637	6 01¼ 1.53⅛
Australian,.....	12	14,000	185,000	33,281,12	336,000	11 00 2.75
Bermuda and St. Thomas,..	24	2,042	14,700	....	98,000	3 00 0.75
Panama and Valparaiso,...	24	2,718	25,000	5.715,00	130,434	3 10 0.96
West Coast of Africa,.....	12	6,245	23,250	3,196,02	149,880	2 06 0.62½
				French, Belgian and Dutch postage.		
Channel Islands,.....	156	132	....	74,430.08	41,184	....
Holyhead and Kingston,...	720	64	....	36,158.09	93,440	....
Liverpool and Isle of Man,	112	70	....	10,032.15	14,560	....
Shetland and Orkneys,.....	52	200	....	....	20,800	....
			£1,062,797	£591,573.07	2,532,231	9s. 7d. $2.39

Total average, per mile, $2.10½. Average of four principal lines, $2.39.

These subsidies have been gradually increasing from the year 1850, and additions made as new services were required from the lines, growing out of the increased commerce which followed their establishment; and in times of commercial distress, as well as in prosperity, the same sustaining and unfaltering protection has always been afforded by the sagacious and far seeing policy of the British government.

As an instance of the careful manner in which the government of Great Britain has nursed and fostered her steam lines, a sketch is given of the history of the Royal Mail Steam Packet Company.

The original contract for the West India service was made in 1840, and was for ten years from January, 1842, at a subsidy of £240,000 per annum. The service was bi-monthly, and the speed about eight knots an hour. The original rate per mile was about 7 shillings sterling, but on representations that the service could not be performed, the rate was raised to 12*s.* 3*d.* per mile. In 1849 the contract was extended for another period of ten years. At that time the company undertook the Brazilian addition to the West India service, receiving therefor an additional subsidy of £30,000 per annum. This is a monthly service. The rate of speed was increased to nine knots per hour, and in 1852 to ten knots. In the year 1858 two additional years were added to the contract, on condition of an increased speed on the Brazil route, upon which the company had put its old boats, an increase in the size of the West India steamers, and a branch service from Rio de Janeiro to the River Plate.

The time on the Rio service was reduced from 67 to 55¾ days, and to the Isthmus of Panama from 59 to 42 days.

In the early service of this line stoppages were made at Teneriffe and Madeira, at considerable advantage to the company, but on account of complaints of delay it was dropped from the service.

* From Southampton to Alexandria, Suez to Hong Kong, Southampton to Gibraltar, &c., &c., &c.

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In the evidence before the Select Committee, in 1860, in reply to inquiries of Mr. LAING, the Secretary of the company stated that the commercial traffic on the Royal Mail Line was not such as to enable any independent line of steamers to exist. The books of the company had been repeatedly examined; the expense of steaming was shown to be so great, that unless with a subsidy on that line the traffic was certainly not enough to pay: yet there had never been any competing line.

What has been the result of this careful management? The British lines have so monopolized the service of the Central and South American countries, that letters for Mexico are now sent to our consul at Havana, by him, through the English consul at the same port, placed on board the English steamer for Vera Cruz, (a town held by the French, where all mails are opened, and which is, moreover, shut out from all communication with the interior,) at an enormous rate of postage. A procedure by no means gratifying to national pride, consonant to national interest, or calculated to increase our influence with our neighbors.

GROWTH OF THE BRITISH STEAM MARINE.

THE British statistical tables of trade and navigation show a steady increase in the number of steam vessels, and a rising ratio in comparison to sailing vessels.

In 1854, of 36,348 vessels, measuring 5,115,846 tons, registered as belonging to the United Kingdom and British Possessions, 1,708 were steam, tonning 326,452 tons.

In 1861, of 38,868 vessels, measuring 5,895,369 tons, 2,473 were steam, tonning 561,023 tons.

Thus, in seven years, the total gain in tonnage of both sailing and steam was 779,523 tons, of which nearly one-third, 234,571, was of steam vessels. The same rate of increase maintained for a few years will change the character of British vessels, and give a predominance to steam over sailing vessels.

It will be seen by reference to the following tables, that the rate of increase of steam over sailing vessels is steadily progressing:

Tonnage of Registered Vessels, Sailing and Steam, which belonged to the United Kingdom and British Possessions on the 31st December, 1854 to 1861.

Years.	*Sailing Vessls.*	*Tonnage.*	*Steam Vessels.*	*Tonnage.*	*Total Vessels.*	*Total Tonnage.*	*Seamen except Masters.*
1854,.....	34,640	4,789,394	1,708	326,452	36,348	5,115,846	269,093
1855,.....	33 782	4,842,263	1,910	408,290	35,692	5,250,553	260,194
1856,.....	34,062	4,884,719	1,951	417,717	36,012	5,312,436	267,573
1857,.....	34,956	5,077,921	2,132	453,966	37,088	5,531,887	287,353
1858,.....	35,512	5,121,208	2,239	488,415	37,751	5,609,623	288,345
1859,.....	35,961	5,187,638	2,239	472,764	38,200	5,660,402	291,431
1860,.....	36,164	5,210,824	2,337	500,144	38,501	5,710,968	294,460
1861,.....	36,395	5,334,346	2,473	561,023	38,868	5,895,369	299,861

A table of another character presents a comparison of the number of ves-

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sels engaged in the home and foreign trade in the years 1853 and 1861. The year 1853 is taken from the fact, that the present system of keeping the accounts of trade and navigation only dates from that period:

Number and Tonnage of the Registered Sailing and Steam Vessels, exclusive of River Steamers, of the United Kingdom engaged in the Home and Foreign Trade.

	Sailing Vessels.	*Tonnage.*	*Steam Vessels.*	*Tonnage.*	*Total Vessels.*	*Total Tonnage.*
Home,.....	8,477	689,342	374	85,471	8,851	774,815
Home and Foreign,.....	970	156,800	28	7,250	998	164,050
Foreign,.....	8,120	2,665,685	237	125,539	8,357	2,791,224
1853,.....	17,567	3,511,827	639	218,260	18,206	8,730,087
Home,.....	11,060	832,771	448	102,795	11,508	935,566
Home and Foreign,.....	1,326	219,522	72	24,924	1,398	244,446
Foreign,.....	6,902	2,866,218	477	413,465	7,379	3,179,683
1861,.....	19,288	3,918,511	997	441,184	20,285	4,359,695

The rate at which this gradual increase in the proportionate number of steam vessels has progressed, may be seen by a table showing the number of sailing and steam vessels built and registered in the United Kingdom, from 1853 to 1861. It will be seen, that of 798 vessels built in 1853, and tonning 203,171 tons, 153, tonning 48,215 tons, less than one-quarter of the increased tonnage, were of steam. In 1861, out of 975 vessels, tonning 200,839 tons, 201 were steamers, tonning 70,869 tons, more than one-third of the increased tonnage.

Sailing and Steam Vessels built and registered in the United Kingdom.

							Iron.	
	Sailing Vessels.	*Tonnage.*	*Steam Vessels.*	*Tonnage.*	*Total Vessels.*	*Total Tonnage.*	*Sailing Vessels.*	*Steam Vessels.*
1853,	645	154,956	153	48,215	798	203,171	10	117
1854,	628	132,687	174	64,255	802	196,942	36	152
1855,	865	242,182	233	81,018	1,098	323,200	47	195
1856,	921	187,005	229	57,573	1,150	244,578	33	175
1857,	1,050	197,554	228	52,918	1,278	250,472	38	155
1858,	847	154,930	153	53,150	1,000	208,080	25	112
1859,	789	147,967	150	38,003	939	185,970	34	106
1860,	818	158,172	198	53,796	1,016	211,968	32	149
1861,	774	129,970	201	70,869	975	200,839	43	159

How fully Great Britain controls her own steam carrying trade, and how largely she has developed and increased it, are shown by the following tables. The most striking points are, that in 1853 the number and tonnage of steam vessels of the several nationalities *entered* at the various ports of the United Kingdom were 4,505 steam vessels, of 1,335,636 tons: of these, 3,984 were English, tonning 1,176,850 tons, and 35 American, 46,670 tons. In 1861, 8,696 steam vessels were entered, tonning 2,801,743 tons, of which 7,229 British, 2,375,856 tons, and 5 American, 7,778 tons.

In 1853 the United States was fourth on the list; in 1861, fifteenth. Norway being then represented by 17 vessels; Denmark by 34; Hamburg by 176; Bremen by 131, and Lubeck by 4.

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Number and Tonnage of Steam Vessels of each Nation entered and cleared at ports of the United Kingdom in 1853.

Nationalities.	Entered.		Cleared.	
	Vessels.	*Tons.*	*Vessels.*	*Tons.*
British,	3,984	1,176,850	3,668	1,090,000
Swedish,	2	190	..	....
Norwegian,	2	145	..	....
Danish,	17	4,471	18	4,734
Prussian,	12	2,788	10	2,350
Other German States,	116	32,457	117	31,365
Dutch,	184	38,566	185	38,434
Belgian,	125	28,888	121	27,858
French,	14	1,526	14	1,526
Spanish,	14	3,085	13	2,929
Portuguese,	..	....	1	206
American, U. S.,	35	46,670	38	51,347
	4,505	1,335,636	4,185	1,250,749
			4,505	1,335,636
Total entries and clearances,	....	....	8,690	2,586,385
In ballast, or passengers only,	263	44,025	404	73,234
British, do. do.	263	44,025	380	67,349

Steam Vessels entered and cleared in 1861.*

Nationalities.	Entered.		Cleared.	
	Vessels.	*Tons.*	*Vessels.*	*Tons.*
United Kingdom and dependencies	7,229	2,375,856	6,818	2,284,888
Russian	23	14,158	29	14,009
Swedish,	20	4,914	19	4,872
Norwegian,	17	6,647	18	6,707
Danish,	34	8,765	39	10,591
Prussian,	46	12,461	45	11,899
Mecklenburg,	..	....	1	269
Hanoverian,	22	3,603	22	3,603
Oldenburg,	21	4,473	19	4,091
Hamburg,	176	95,708	184	100,046
Bremen,	131	69,297	135	70,722
Lubeck,	4	1,532	7	2,670
Dutch,	297	64,650	305	66,252
Belgian,	226	49,096	74	24,877
French,	352	45,081	61	17,354
Spanish,	89	34,831	87	35,697
Portuguese,	3	2,552	3	1,301
Austrian,	1	341	1	341
American, U. S.,	5	7,778	8	10,896
Brazilian,	..	....	1	150
Others,	..	....	2	1,290
	8,696	2,801,743	7,878	2,672,444
			8,696	2,801,743
Total entries and clearances,	....	....	16,574	5,474,487
In ballast, or passengers only,	849	242,522	415	127,496
English, do. do.	765	....	389	.....

* For tables of 1860 see the Appendix.

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By a comparison of the two tables immediately preceding, which show the "*number and tonnage of steam vessels of each nation entered and cleared at ports in the United Kingdom*," in 1853 and 1861, an accurate estimate can be made of the rapid growth of the *British Steam Marine* in that limited period. It is equally instructive to observe the steady increase in the entries and clearances of steamers belonging to the *Continental Powers* and to those of *Northern Europe*. The increase is marked in the steamers of Belgium, Holland and France.

Partial Review of Entries of Steam Vessels into Ports of the United Kingdom.

	British.	*Dutch.*	*Belgian.*	*French.*	*Spanish.*	*United States of America.*	*All other Nations.*	*Total. Vessels.*	*Total. Tonnage.*
1853,.....	3,984	184	125	14	14	35	149	4,505	1,335,626
1861,.....	7,229	297	226	352	89	5	498	8,696	2,801,743
Increase,.....								4,191	1,466,107
Increase,...	3,245	113	101	338	75		349	4,221	1,498,999
Decrease, *only in steamers of the United States*,						30		30	32,892
Total Increase,.....								4,191	1,466,107
Of which *increase* there belonged to *Great Britain*,.....								3,245	1,199,006
" " " " all other nations,.....								946	267,101
								4,191	1,466,107

A view of the entries and clearances, in the same years, of steam vessels, at the ports of the United Kingdom from and to the United States and other American ports, will show how entirely Great Britain has monopolized steam communication with this country.

In 1853, there were *entered* 109 steam vessels from the United States, tonning 122,248 tons; of which, 86 English, 89,293 tons, and 23 United States, 32,955 tons, and 51 from West Indian and South American ports.

In 1860, of 158 entries, none were from the United States, against 154 English, of 197,520 tons, and 4 of other nationalities. Of the clearances in the same year, 4 were of United States steamers, of 5,991 tons, against 164 English, of 209,620 tons, and 32 of other nationalities, 47,540 tons, in a total of 263,151 tons.

In 1861, of 156 entries, one only was from the United States, 2,100 tons, against 152 English, of 206,075 tons. The total number to United States and other American ports, 208, of 287,031 tons.

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Statement of the Entries and Clearances of Steam Vessels at the ports of the United Kingdom, from and to the United States and other American ports, in the year 1853.

To and from the United States.	Entered.		Cleared.		
	Vessels.	*Tons.*	*Vessels.*	*Tons.*	
British,	86	89,293	77	83,498	with cargoes.
American,	23	32,955	34	45,615	
Other Countries,	..	....	..	....	
	109	122,248	111	129,113	
....	..	....	..	....	in ballast.
....	..	....	..	....	
Total to and from U. S.	109	122,248	111	129,113	
St. Thomas,	27	44,037	25	40,603	
New-Granada,	..	....	1	212	
Brazil,	24	22,618	22	21,473	
Chili,	..	....	1	224	
Uruguay,	1	673	..	....	
	161	189,576	160	191,625	

Statement showing the Entries and Clearances of Steam Vessels at the ports of the United Kingdom, from and to the United States and other American ports, in the year 1861.

To and from the United States.	Entered.		Cleared.		
	Vessels.	*Tons.*	*Vessels.*	*Tons.*	
British	152	206,075	149	204,654	with cargoes.
American, U. S.,	1	2,100	7	10,234	
Other Countries,	3	3,586	34	52,617	
	156	211,761	190	267,505	
British,	2	3,311	4	16,434	in ballast.
Total to and from U. S.,	158	215,072	194*	283,939	
Cuba,	3	2,027	3	2,126	
Brazil,	12	17,292	13	16,934	
New-Grenada,	7	3,502	2	1,052	
Danish West India Islands, &c.,	28	49,138	27	46,965	
Porto Rico,	..	....	1	519	
Mexico,	..	....	1	468	
Hayti,	..	....	7	3,588	
Monte Video,	..	....	1	238	
Buenos Ayres,	..	....	1	93	
Chili,	..	....	1	904	
Jamaica,	..	....	1	346	
	208	287,031	252	357,172	

* Of which, one to South Atlantic Ports.

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PROGRESSIVE INCREASE OF TONNAGE IN THE UNITED STATES.

THE following tables will show the rate at which the tonnage of the United States had increased up to June 30, 1861. They are inserted, that comparisons may be made, if desired, between the British and American tonnage; but it is not upon tonnage so much as upon commerce that steam is showing its great influence. The increase in commerce demands a large increase in carriers of every class.

Statement showing the Number and Class of Vessels built, and the Tonnage thereof, in the United States, from the Treasury Reports on Steam Navigation.

YEARS.	CLASS OF VESSELS.					TOTAL TONNAGE.	
	Ships and Barks.	*Brigs.*	*Schooners.*	*Sloops and Canal Boats.*	*Steamers.*	*Total No. Vessels.*	*Tons and 95ths.*
1850,....	247	117	547	290	159	1,360	272,218.54
1851,....	211	65	522	326	233	1,367	298,203.60
1852,....	255	79	584	267	259	1,444	351,493.41
1853,....	269	95	681	394	271	1,710	425,571.49
1854,....	334	112	661	386	281	1,774	535,616.01
1855,....	381	126	605	669	253	2,034	583,450.04
1856,....	306	103	594	479	221	1,703	469,393.73
1857,....	251	58	504	258	263	1,334	378,804.70
1858,....	122	46	431	400	226	1,225	242,286.69
1859,....	89	28	297	284	172	870	156,601.33
1860,....	110	36	372	289	264	1,071	212,892.48
1861,....	110	38	360	371	264	1,143	233,149.35

Comparative View of the Registered and Enrolled Tonnage of the United States, from the Treasury Reports on Commerce and Navigation, Tons and 95ths.

YEARS.	*Registered.*	*Enrolled.*	*Total.*	*Tonnage.*
1850,....	1,585,711.22	1,949,743.01	3,535,454.23	525,946.90
1851,....	1,726,307.23	2,046,132.20	3,772,439.42	583,607.05
1852,....	1,899,448.20	2,238,992.27	4,138,440.47	653,240.67
1853,....	2,103,674.20	2,303,336.23	4,407,010.43	514,097.87
1854,....	2,333,819.16	2,469,083.47	4,802,902.63	676,607.22
1855,....	2,535,136.15	2,676,864.90	5,212,001.10	770,285.12
1856,....	2,491,402.63	2,380,249.78	4,871,652.46	673,077.54
1857,....	2,463,967.56	2,476,875.43	4,940,843.04	705,784.04
1858,....	2,499,741.79	2,550,066.51	5,049,808.35	729,390.41
1859,....	2,507,401.84	2,637,635.50	5,145,037.39	768,436.83
1860,....	2,546,237.09	2,807,631.33	5,353,868.42	867,937.49
1861,....	2,642,627.81	2,897,184.93	5,539,812.79	877,203.51

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PARTIAL COMPARISON OF THE PROGRESSION OF THE COMMERCE OF THE UNITED STATES AND OF GREAT BRITAIN.

It is proposed to review the commercial relations of the United States and Great Britain respectively with all of the American nations which are foreign to both, and to notice the progress of their trade with each of those nations. If it shall result, in the course of this investigation, that wherever steam communication has been introduced by Great Britain, it has been followed by an immediate and rapid increase of her trade with the country with which she thus increased her commercial facilities, and that the continued increase threatens to swallow up or leave behind in utter insignificance our own commerce; and if, on the other hand, it shall be found that wherever we have also established constant steam communication with the same countries, we have not only maintained our actual commerce, but largely increased its relative proportion, it will not be unwise to draw the conclusion that it is to the introduction of steam communication that such results are owing.

And if it is further shown that such steam communication is only maintained by Great Britain at the cost of government subsidies, and that in the existing state of steam navigation steamers cannot, unless in exceptional cases, be maintained without such subsidies, a rightful claim upon the national legislature on the part of the commerce of the United States will be fairly established.

The examination will be mainly confined to the nations lying to the southward of the United States on this continent—Mexico, Central America, the West Indies, South America. The three first named, and the upper portion of South America, as far south as the Amazon, rich, fertile, capable of vast productions of the most valuable character, form, with the lower tier of cotton States of the American Union, that "Golden Circle," which, embracing in its magic ring the Gulf of Mexico, was the dream of Southern enthusiasts, in the lust of dominion, over which they did not hesitate to seek for separation from the Northern States even at the cost of treason. The great tropical products, coffee, sugar, cotton, tobacco, the prime necessities and the most prized luxuries of modern civilization, and the rich mines of all kinds which abound in these regions, give to them a peculiar value, and expose them to the cupidity of foreign powers. It should be the part of the United States, in the interest not only of these countries, many of which have institutions and forms of government analogous to our own; not only of our own peace, which depends on their not becoming the battle-ground of foreign powers, but in the general interest of mankind, whose comfort depends so much upon their rapid and wide development, to protect the independence and foster the prosperity of these nations.

The statements will be given in detail for each one of these nations. In the Appendix complete tables will be found, presenting progressive

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statistical views of the march of British and American commerce, from 1853 to 1861. The year 1853 has been necessarily chosen as a starting point, as the British Trade and Navigation Returns present no abstract tables prior to that period, and because the previous commercial tables were made up on a different basis from those which follow. And as no extended steam communication much antedates this period, the comparison will suffice for the purpose in view. Although the tables in the Appendix show the trade from 1853 to 1861, yet the comparisons made in the body of the Memorial are limited by the year ending June 30, 1860, and are therefore free from any of the false premises which an abnormal condition like that of war introduces into any commercial comparisons.

MEXICO.

THE hostile movements of the French in this country, with which we have had at times important and extensive relations, render a comparative view of the trade of considerable interest; and it is unfortunate that the tables do not present, what is believed to be, a correct view, owing to the large extent of the contraband trade. It is to be noticed that since 1835, when the exchanges of the United States and Mexico were nearly $20,000,000, the trade had gradually diminished until the Mexican war, when it was as low as $3,000,000; but, with the improving condition of Mexico, had risen, in 1860, to $12,000,000, when the French invasion again almost wholly checked its progress. The following comparison by no means presents an exact view of English trade, a large portion of which has been carried on by contraband entries, and a smuggling outward of silver in steam men-of-war.

The Royal West India Company's steamers commenced touching at Mexican ports in 1840.

The exports of Great Britain and the United States were—

	Products of the United Kingdom.			Of the United States.
1853,.....	£791,940	=	$3,959,700	.... $2,529,770
1860,.....	462,604	=	2,313,020	 3,338,739
Decrease,.....	£329,336	=	$1,646,680	Increase,....$808,969

The imports in the same period—

	Into the United Kingdom.			Into the United States.
1853,.....	£529,313	=	$2,646,565	.... $2,167,985
1860,.....	491,221	=	2,456,105	 6,935,872
Decrease,.....	£38,092	=	$190,460	Increase,...$4,767,887

The American imports include gold and silver, the British do not. The importation of the precious metals from Mexico to Great Britain, in 1858, were over £3,000,000, or $15,000,000; in 1860, £1,000,000, or $5,000,000, declared; and not less than one-third of the same amount was smuggled in the same years from the Pacific coast by

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British steamers. Careful statisticians estimate the total trade of Great Britain with Mexico at $30,000,000. It is probably fully equal to this figure.

The border communication has partly compensated the United States for want of steam lines.

CENTRAL AMERICA.

GUATEMALA—HONDURAS—SAN SALVADOR—NICARAGUA—COSTA RICA.

STEAM communication between Southampton and Nicaragua was established in the year 1840 by the Royal Mail Steam Packet Line.

The comparative exports of the two nations to Central America have been—

	Products of United Kingdom.			Products of United States.
1853,.....	£186,968	= $934,840	....	$544,211
1860,.....	182,282	= 911,410	....	446,715
Decrease,.....	£4,686	= $23,430	Decrease,.....	$97,496

The comparative imports, in same period, from these States—

	Into the United Kingdom.			Into the United States.
1853,.....	£412,872	= $2,064,360	....	$859,235
1860,.....	224,896	= 1,124,480	....	678,366
Decrease,.....	£187,976	= $939,880	Decrease,.....	$180,869

THE WEST INDIA ISLANDS.

CUBA AND PORTO RICO—HAYTI AND ST. DOMINGO—DANISH, DUTCH, FRENCH AND BRITISH WEST INDIA ISLANDS.

THE Royal Mail Steam Packet Line commenced its trips to the West Indies in the year 1841.

The exports of Great Britain and the United States to all of the islands were, in

1853.

To	Products of the United Kingdom.		Of the United States.	To
Cuba,..... Porto Rico,...	..... £1,137,051	....	5,773,419	Cuba.
Hayti,..... St. Domingo,..	 133,804	....	1,738,413	Hayti.
Danish, Dutch, French, British,	Islands,..... 1,930,708	....	6,523,339	Spanish* Danish. Dutch. French. British. Swedish.
Total,.....	£3,201,563=$16,007,815	....	$14,035,171	

* The Spanish Islands here given are Porto Rico and St. Domingo. The official returns do not in all cases, separate the trade in the same manner.

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1860.

	Products of the United Kingdom.			Of the United States. To
Cuba, Porto Rico,	£1,530,012	....	$11,747,913	Cuba.
		....	....	
Hayti, St. Domingo,	412,939	....	2,441,905	Hayti.
		....	....	Spanish.
Danish, Dutch, French, British, Islands,	2,547,716	....	8,977,621	Danish. Dutch. French. British.
				Swedish.
Total,	£4,490,667=$22,453,335	....	$23,167,439	
Increase,	£1,289,104=$6,445,520	....	$9,132,268	Increase.

The imports by the two nations were—

1853.

From	Into the United Kingdom.		Into the United States.	
Cuba, Porto Rico,	£1 901,545	....	$18,585,755	Cuba.
		....	....	Porto Rico.
Hayti, St. Domingo,	247,019	....	1,985,624	Hayti.
		....	....	Spanish.
Danish, Dutch, French, British, Islands,	4,348,673	....	4,498,098	Dutch. French. British. Danish. Swedish.
Total,	£6,497,237=$32,486,185	....	$25,069,477	

1860.

From				
Cuba, Porto Rico,	£3,288,116	....	$34,032,276	Cuba,
		....	....	Porto Rico.
Hayti, St. Domingo,	123,067	....	2,002,723	Hayti.
		....		Spanish.
Danish, Dutch, French, British, Islands,	4,466,989	....	7,364,853	Dutch. French. British.
				Swedish.
Total,	£7,878,172=$39,390,860	....	$43,399,852	
Increase,	£1,380,935=$6,904,675	....	$18,330,375	

It will be noticed that our trade with the West India Islands, with which we have had constant regular steam communication since the year 1848, has steadily increased, and is still increasing, in a rapid ratio.

This is especially true of CUBA, our exchanges with which island have increased from $24,873,714 in 1853, to $46,428,434, in 1861.

If the Spanish government should take off its almost prohibitory duty upon flour, a great stimulus would be given to our trade with Cuba and Porto Rico.

There is little doubt that with the establishment of branch lines from our ports to the other islands, our commerce would be increased in a nearly equal ratio.

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SOUTH AMERICA, I.—BRAZIL.

THE first line of mail steamers to Brazil commenced its trips from Southampton in January, 1851. This service was added to that of the Royal Mail Steam Packet Company in the preceding year. The steamers starting from Southampton touched until recently at Lisbon, Madeira, Teneriffe, St. Vincent; and in BRAZIL at Pernambuco, Bahia, Rio de Janeiro; and to the southward at Monte Video and Buenos Ayres. The exports and imports of that year were—

	Of British Products.			Of American Products.
Exports, 1851,*.....	£3,518,684	or	$17,593,420	$3,128,956
Exports, 1860,.....	4,446,776	or	22,233,880	5,945,235
Increase,.....	£928,092		$4,640,460	$2,816,279

Showing a gain, in the ten years, by Great Britain, in the market for her products, of nearly the whole amount of the American exports. Yet a comparison of the imports from the same country, respectively with the United Kingdom and the United States, will show that we are the natural customers of Brazil, and that it only needs an exercise of the same energy as that displayed by Great Britain, and an increase of commercial facilities, for us to control the trade of this thriving and populous empire.

The comparative imports of Brazil products were—

	Into the United Kingdom.			Into the United States.
Imports, 1851,.....	£2,893,751	or	$14,468,755	$11,525,304
Imports, 1860,.....	2,269,180	or	11,345,900	21,214,803
Decrease,.....	£624,571		$3,122,855	Increase, $9,689,499

To what else can we ascribe the fact that, notwithstanding the largely increasing demand for Brazilian products in this country, and a falling off in the British demand, the British still maintain almost a monopoly of the Brazilian market for manufactured articles, unless it be to the superior advantages which a constant mail steam communication affords to the British merchant.

The American Consul at Rio de Janeiro, in his letter of July 1, 1862, enclosing to the government a report on the commercial condition of Brazil, after alluding to the material injury which the trade of the United States has sustained with this country, owing to the rebel privateers, which have diverted the carrying trade from American to foreign bottoms, says: "So long as there is no direct steam communication between Brazil and the United States, just so long will our nation occupy the present humiliating position in regard to the control of its commerce;" and he adds, "that the trade with England and France has grown enormously, and almost beyond belief, since the governments of those countries established regular monthly steam communication with Brazil."

* In the recapitulation the trade of Brazil is presented from 1853.

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The Consul at Pernambuco, writing under date of 28th of October, 1862, quotes the following passage from a debate in the Brazil Chamber of Deputies. Senor FRANCO DE ALMEIDA said:

"That the honorable deputies may appreciate the immensely valuable interests which steam communication must create and increase, let it suffice to enumerate some of the principal products of which North America stands in need, and those which Brazil requires. We could furnish sugar, honey, drugs, fruits, coffee, cotton, tobacco, rice, hides, cocoa, sarsaparilla, precious woods, precious stones, dye stuffs, tapioca, cloves, isinglass, saffron, gum copal, vanilla, copaiba, crude metals, &c., &c. North America could not find a nearer market than Brazil, nor could she procure these productions with greater facility, or so cheaply. Rio de Janeiro would necessarily become a great American depot. On the other hand, we could supply ourselves with the productions of the United States with greater advantage and at a much cheaper rate. We could import wheat, flour, meats, butter, lard, horses, machinery, all articles of hardware, implements of trade and agriculture, furniture, woollen and cotton cloths, sailing vessels, steamers, and, furthermore, all the *imitation works of art*, which, in the United States, are extraordinarily cheap *compared with Europe*. To convince the minds of honorable deputies, I will remind them of a fact. The commerce of England with us from 1840 to 1850 was nearly always stationary, averaging £2,000,000 sterling, according to the Blue Book and Mr. OULLACK. During the same period, our commerce with the United States was greater; and why? Because there was no steam communication then between the empire and Great Britain. The American clippers had an advantage over English barks. But the honorable deputies will remark that, as soon as a line of English steamers was established, these wonderful results were produced. The importations from Brazil into England in 1853, three years after the inauguration of the line, increased 150 per cent. over that of 1848. In 1855 it had increased 300 per cent. England, which in 1852 imported 3,000,000 pounds of coffee, imported, in 1853, 52,000,000; in 1854, 59,000,000; in 1855, 112,000,000."

In the year ending June 30, 1861, the Consul at Pernambuco reports the number of steamers which entered that port, to have been 2 American, 2,431 tons; 25 French, 29,395 tons; 4 Portuguese, 8,074 tons, and 22 English, 37,603 tons. Total, 53 steamers, 77,503 tons. The same detailed statement is not given for other ports.

SOUTH AMERICA, II.—THE CENTRAL REPUBLICS.

THE ARGENTINE REPUBLIC (BUENOS AYRES.)

THE CISPLATINE REPUBLIC OF URUGUAY (MONTE VIDEO.)

THE Royal West India Steam Packet Company contracted to carry the mails from Southampton to Buenos Ayres and Monte Video, touching at important points on the BRAZIL coast, in the year 1840.

The results upon the commerce of Great Britain, as compared with that of the United States, may be gathered from the following statement:

The exports of the two nations were, in

1853.

	Products of the United Kingdom.				Of the United States.
To Buenos Ayres,.....	£551,035	=	$2,755,175	....	$618,855
Uruguay,.....	529,883	=	2,649,415	....	296,088
Total,.....	£1,080,918	=	$5,404,590	....	$914,943

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1860.

	Products of the United Kingdom.				Of the United States.
To Buenos Ayres,	£1,782,447	=	$8,912,235	....	$729,006
Uruguay,	922,733	=	4,613,665	....	661,326
Total,	£2,705,180	=	$13,525,900	....	$1,390,332
Increase,	£1,624,262	=	$8,121,310	....	$475,389

The imports of the two nations were, in the same period:

1853.

	Into the United Kingdom.				Into the United States.
From Buenos Ayres,	£800,366	=	$4,001,830	....	$2,186,641
Uruguay,	476,546	=	2,382,730	....	302,980
Total,	£1,276,912	=	$6,384,560	....	$2,489,621

1860.

From Buenos Ayres,	£1,097,755	=	$5,488,775	....	$4,020,848
Uruguay	867,328	=	4,336,640	....	908,750
Total,	£1,965,083	=	$9,825,415	....	$4,929,598
Increase,	£688,171	=	$3,440,855	....	$2,439,977

SOUTH AMERICA, III.—THE WEST COAST.

*New-Granada, Ecuador, Peru, Bolivia and Chili.

The Pacific Steam Navigation Company, of Great Britain, received a contract for carrying the mails on the West Coast of South America, from Panama to Valparaiso and at intermediate places, in 1845. This contract was renewed for 8 years, in 1850—the condition being that steamers were to run through direct from Panama to Valparaiso, instead of changing at Callao, as before.

An examination of the comparative trade of the United Kingdom and the United States with the States of New-Granada, Ecuador, Peru, Bolivia and Chili, which compose the West Coast of South America, gives the following results.

The exports of the two nations were as follows:

1853.

	Products of the United Kingdom.				Of the United States.
To New-Granada,	£450,804	=	$2,254,020	....	$753,391
Ecuador,	31,747	=	158,735	....	....
Peru,	1,246,730	=	6,233,650	....	657,316
Bolivia,	23	=	115	....	41,572
Chili,	1,264,942	=	6,324,710	....	2,157,320
Total,	£2,994,246	=	$14,971,230	....	$3,609,599

* Recognised by the United States, in 1863, as the United States of *Colombia*.

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1860.

	Products of the United Kingdom.				Of the United States.
To New-Granada,.....	£810,970	=	$4,054,850	....	$1,642,800
Ecuador, ...	74,149	=	370,745	....	19,545
Peru,.....	1,381,357	=	6,906,785	....	869,781
Bolivia,.....	....		....	....	....
Chili,.....	1,702,800	=	8,514,000	....	2,845,225
Total,.....	£3,969,276	=	$19,846,380	....	$5,377,351
Increase,.....	£975,030	=	$4,875,150	....	$1,767,752

The imports of the two nations were—

1853.

	Into the United Kingdom.				Into the United States.
From New-Granada,.....	£191,940	=	$959,700	....	$553,528
Ecuador,.....	26,983	=	134,915	....	....
Peru,.....	1,491,759	=	7,458,795	....	173,441
Bolivia,.....	17,603	=	88,015	....	....
Chili,.....	575,314	=	2,876,570	....	2,214,252
Total, ...	£2,303,599	=	$11,517,995	....	$2,941,221

1860.

From New-Granada,.....	£555,190	=	$2,775,950	....	$3,843,568
Ecuador, ...	107,533	=	537,665	....	....
Peru, ...	2,581,142	=	12,905,710	....	308,452
Bolivia, ...	199,347	=	996,735	....	....
Chili,.....	2,586,217	=	12,931,085	....	2,072,912
Total,.....	£6,029,429	=	$30,147,145	....	$6,224,932
Increase,.....	£3,725,830	=	$18,629,150	....	$3,283,711

Patagonia.

The trade is too small to deserve notice, but chiefly under English control.

SOUTH AMERICA, IV.—NORTHERN SOUTH AMERICA.

Venezuela—Guianas (Dutch, British and French.)

The steam communication between England and these countries was established by the Royal West India Mail Steam Packet Company in 1840.

The effect on the trade is shown by the following comparisons.

The exports of the two nations were—

1853.

	Products of the United Kingdom.				Of the United States.
To Venezuela,.....	£248,190	=	$1,240,950	....	$749,859
The Guianas,.....	410,543	=	2,052,715	....	971,565
Total,...	£658,733	=	$3,293,665	....	$1,721,424

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1860.

	Products of the United Kingdom.				Of the United States.
To Venezuela,	£323,656	=	$1,618,280	....	$1,056,250
The Guianas,	596,405	=	2,982,025	....	1,406,007
Total,	£920,061	=	$4,600,305	....	$2,462,257
Increase,	£261,328	=	$1,306,640	....	$740,833

The comparative imports of the two nations, from these States, were—

1853.

	Into the United Kingdom.				Into the United States.
From Venezuela	£58,237	=	$291,185	....	$2,613,780
The Guianas,	1,101,034	=	5,505,170	....	212,931
	£1,159,271	=	$5,796,355	....	$2,826,711

1860.

From Venezuela,	£24,940	=	$124,700	....	$2,883,464
The Guianas,	1,685,562	=	8,427,810	....	739,922
Total,	£1,710,502	=	$8,552,510	....	$3,623,386
Increase,	£551,231	=	$2,756,155	....	$796,675

SOUTH AMERICA.

Recapitulation of Comparisons.

In the preceding statistical sketches, the continent has been presented under the head of Brazil, Central Republics, West Coast, and Northern South America.

It is now proposed to present in one view the whole trade of the continent. Southern South America, or Patagonia, has been wholly disregarded—the trade being too irregular and trivial to deserve special notice.

The following presents the exports to, and imports from, the continent of South America, from and to Great Britain and the United States, respectively.

Exports, 1853.

	Products of the United Kingdom.				Of the United States.
To Brazil,	£3,186,407	=	$15,932,035	....	$3,734,190
Central Republics,	1,080,918	=	5,404,590	....	914,943
West Coast,	2,994,246	=	14,971,230	....	3,609,599
Northern South America,	658,733	=	3,293,665	....	1,721,424
Total,	£7,920,304	=	$39,601,520	....	$9,980,156

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EXPORTS, 1860.

	Products of the United Kingdom.			Of the United States.	
To Brazil,	£4,446,776	=	$22,233,880	....	$5,945,235
Central Republics,	2,705,180	=	13,525,900	....	1,390,332
West Coast,	3,969,276	=	19,846,380	....	5,377,351
Northern South America,	920,061	=	4,600,305	....	2,462,257
Total,	£12,041,293	=	$60,206,465	....	$15,175,175
Increase,	£4,120,989	=	$20,604,945	....	$5,195,019

IMPORTS, 1853.

	Into the United Kingdom.			Into the United States.	
From Brazil,	£2,856,803	=	$14,284,015	....	$14,817,961
Central Republics,	1,276,912	=	6,384,560	....	2,489,621
West Coast,	2,303,599	=	11,517,995	....	2,941,221
Northern South America,	1,159,271	=	5,796,355	....	2,826,711
Total,	£7,596,585	=	$37,982,925	....	$23,075,514

IMPORTS, 1860.

	Into the United Kingdom.			Into the United States.	
From Brazil,	£2,269,180	=	$11,345,900	....	$21,214,803
Central Republics,	1,965,083	=	9,825,415	....	4,929,598
West Coast,	6,029,429	=	30,147,145	....	6,224,932
Northern South America,	1,710,502	=	8,552,510	....	3,623,386
Total,	£11,974,194	=	$59,870,970	....	$35,992,719
Increase,	£4,377,609	=	$21,888,045	....	$12,917,205

These comparisons show an increase in the imports by *South America* from the United States and Great Britain of $25,799,964, and of exports of Brazilian produce to those countries of $34,805,250, exclusive of the entrepôt trade. The increase, including the importations from each nation of merchandise not of its own production, is $61,377,825, a certainly very extraordinary increase for South America. To what can this be ascribed, except to the immense impetus given to her commerce by the establishment of regular steam communication? Of this increase Great Britain had $42,698,685, and the United States, $18,679,140. It is interesting and instructive to observe how thoroughly the British merchant controls the markets of these countries, and how the exports of British products keep pace with the imports into Great Britain of foreign products, while from all of these countries the United States is largely increasing its imports and only very gradually its exports in return, being compelled to make their purchases on British credits; and to what is it owing but to the fact, that the control of the communications, involving, first, information, and a grasp of the exchange market, gives the advantage to the British seller.

The exchanges with the United States were, in 1860, $52,734,819, and with Great Britain, $121,895,495.

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TOTAL SOUTHERN AMERICAN TRADE.

Recapitulation of the comparisons of Trade of the United States and Great Britain with Mexico, Central America, West Indies and South America.

EXPORTS, 1853.

To	Products of the United Kingdom.			Of the United States.
Mexico,	£791,940	=	$3,959,700	.... $2,529,770
Central America,	186,968	=	934,840	 544,211
West Indies,	3,201,563	=	16,007,815	 14,035,171
South America,	7,920,304	=	39,601,520	 9,980,156
Total,	£12,100,775	=	$60,503,875	.... $27,089,308

EXPORTS, 1860.

To	Products of the United Kingdom.			Of the United States.
Mexico,	£462,604	=	$2,313,020	.... $3,338,739
Central America,	182,282	=	911,410	 446,715
The West India Islands,	4,490,667	=	22,453,335	 23,167,439
South America,	12,041,293	=	60,209,465	 15,175,175
Total,	£17,176,846	=	$85,884,230	.... $42,128,068
Increase,	£5,076,071	=	$25,380,355	.... $15,038,760

IMPORTS, 1853.

From	Into the United Kingdom.			Into the United States.
Mexico,	£529,313	=	$2,646,565	.... $2,167,985
Central America,	412,872	=	2,064,360	 859,235
The West India Islands,	6,497,237	=	32,486,185	 25,069,477
South America,	7,596,585	=	37,932,925	 23,075,514
Total,	£15,036,007	=	$75,180,035	.... $51,172,211

IMPORTS, 1860.

From	Into the United Kingdom.			Into the United States.
Mexico,	£491,221	=	$2,456,105	.... $6,935,872
Central America,	224,896	=	1,124,480	 678,366
The West India Islands,	7,878,172	=	39,390,860	 43,399,852
South America,	11,974,194	=	59,870,970	 35,992,719
Total,	£20,568,483	=	$102,842,415	.... $87,006,809
Increase,	£5,532,476	=	$27,662,380	.... $35,834,598

Gold and Silver are included in the American estimates of trade, but do not make a part of the British tables. The importations of coin and bullion were exempted by law from duty in England until 1857. Since that period, the tables have been printed regularly. They present the importations from Mexico, South America, and the West Indies as £3,848,419, in 1858; £1,738,700, in 1859; £1,519,958, in 1860;

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£1,600,236, in 1861. This importation is chiefly from Mexico, but is no measure of the trade in the precious metals. All persons, well informed in Mexican affairs, insist that one-third to one-half additional must be added for the amounts smuggled on board English steamers on the West coast of Mexico. Indeed, all the South American countries complain of the audacity with which the British steamers have organized a regular system of revenue evasion, under cover of the islands on the Spanish Main. Amending the tables of imports from these countries in conformity with this view, by adding £2,000,000 to the amounts of each year, they will be found to have been, in

1853,	Into U. King.	£17,036,012	=	$85,180,060	Into U. S.	$51,012,211
1860,	"	21,720,195	=	108,600,975	"	87,767,860

The same feature noticed in the trade with Brazil and in the trade with all South America, is to be observed in the foregoing comparative summary of the trade of Great Britain and the United States with all of the Southern American nations. In the seven years over which the comparison runs, the British have increased their exports $20,285,765, and their imports $23,420,915; while, during the same period, the United States have increased their exports only $15,845,291, and their imports by the large sum of $36,755,649. This is partly owing to the great difference between the exports and imports from and to the island of Cuba. In 1853, the imports from this island to the United States exceeded the exports to it by the United States by $12,000,000; in 1860, by $22,000,000.

The total trade of the United States with these countries may be seen by the following table. It will be remembered that, in no case, has any account been taken of the exports of foreign products by either the United States or Great Britain.

TOTAL TRADE OF SOUTHERN AMERICAN COUNTRIES.

	UNITED KINGDOM.			UNITED STATES.		
	Exports.	Imports.	Exchanges.	Exports.	Imports.	Exchanges.
1853,.....	$63,998,785	$75,180,035	$139,178,820	$30,334,012	$51,172,211	$81,505,223
1860,.....	89,597,090	102,842,415	192,439,505	47,174,708	87,006,809	134,181,517
Increase,....	$25,598,205	$27,662,380	$53,260,685	$16,840,696	$35,834,598	$52,675,294

When it is considered that the trade of the United States with these countries is one-sixth of its whole trade, it will not seem strange that a desire is felt to watch over, foster and promote it.

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THE ISTHMUS TRADE.

In the consular report from Panama, 1861, the Isthmus trade is stated as follows:

VALUE OF CARGOES INWARD.

For consumption,	$1,145.310 00
In transitu to United States,	50,146,345 00*
" to Europe,	13,056,250 00
Total value of cargoes,	$64,347,905 00
Value of cargoes from Panama,	250,000 00
Value in transitu from United States,	10,169,225 72
" " from Europe,	2,205,625 00
Total,	$12,624,850 72

From this statement it appears that Panama was the centre of an inward and outward trade, October 1, 1861, of the value of.....$76,972,755 72

SANDWICH ISLANDS.

The growth of the American States on the Pacific shore has brought a corresponding increase of trade with the islands of the Pacific, especially the Sandwich Islands, where the American whalers refit. These islands are of peculiar consequence and importance to the United States, and any attempt on the part of any foreign power to extend to them the European system of appropriation and seizure, should be thwarted at any cost, even that of war. Here should be made the coaling station for the steamers which will cross the Pacific. Whalers must continue to refit here, because of the effect of the weather on the cordage of vessels rigged in the more northern latitudes, as soon as they change climate. The trade of the United States with these islands increased from $45,981, in 1853, to $1,292,496, in 1860; that of Great Britain from £30,656 to £116,721, in 1861; but to these islands Great Britain as yet runs no steam line.

* Of this the great proportion was treasure from California.

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CHINA.

STEAM communication was opened with China in the year 1845, by the Peninsula and Oriental Steamship Company. Comparisons are presented from 1853 to 1860 of the trade of the United States and Great Britain. The exports of the two nations were:

	Products of the United Kingdom.			Of the United States.
1853,.....	£1,749,597	=	$8,747,985	$3,212,574
1860,.....	5,318,036	=	26,590,180	7,170,784
Increase.....	£3,568,439	=	$17,842,195	$3,958,210

The imports in the same periods:

	Into the United Kingdom.			Into the United States.
1853,.....	£8,255,615	=	$41,278,075	$10,573,710
1860,.....	9,323,764	=	46,618,820	13,566,587
Increase,.....	£1,068,149	=	$5,340,745	$2,992,877

Including the exports from each country, not of its own product, and which had increased from the United States from $524,418, in 1853, to $1,735,334, in 1860, and from Great Britain from £57,158 to £133,521, the total exchanges with China will be found to have increased with Great Britain to the amount of $23,563,758, and to the United States, $8,162,013.

Here, as in all the preceding comparisons with other countries, the large increase in the exports of Great Britain is to be remarked. Everywhere her merchants seem to hold the markets in their control.

PROGRESSION OF COMMERCE OF THE UNITED STATES WITH FRANCE AND THE HANSE TOWNS.

FRANCE.

THE first direct steam communication between the United States and France was by the Ocean Steam Navigation Company, under the contract of 1847; and the line then undertaken was never abandoned until the close of the year 1861.

The increase in the trade, which was, in a great degree, consequent on the regularity of this communication, may be seen in the following statement:

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The exports of United States produce were, in 1853,....	$ 25,120,806
" " " in 1860,....	59,048,231
Increase, over 100 per cent.,.....	$ 33,927,425
The imports from France to United States, in 1853,.....	$ 33,455,942
" " " in 1860,.....	43,219,369
Increase,.....	$ 9,763,427
Exports from United States of foreign products, in 1853,..	$ 1,550,978
" " " in 1860,..	3,158,047
Increase,.....	$ 1,607,069
Showing a total increase in the trade to be in favor of the United States, to the extent of,.....	$ 25,771,067

The Hanse Towns.

The first ocean steam line of the United States was to Bremen, under the contract of 1845; since then we have had a constant, but limited, steam communication with some one of these ports.

With these thriving cities we have been constantly increasing our trade, and only a more regular communication, and that amity which follows close commercial relations, is needed to develope it at a much more rapid rate.

These towns took of U. States domestic produce, in 1853,..	$ 7,409,315
" " " in 1860,..	14,848,482
Increase,.....	$ 7,439,167
And the United States imported from them, in 1853, ...	$ 13,843,455
" " " in 1860, ...	18,498,607
Increase,.....	$ 4,655,152
Of foreign products shipped by United States, these towns took, in 1853,.....	$ 610,738
in 1860,.....	3,579,476
Increase,.....	$ 2,968,738

Total increase in exchanges, from 1853 to 1861, of $15,063,057; and of trade, in favor of the United States, of $5,572,753.

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The total entries and clearances at the ports of the United States, from and to these cities, will show how large a proportion of this valuable trade was in foreign bottoms. Total entries and clearances:

	American Vessels.	Foreign Vessels.
1853,.....	63,556 tons.	224,069 tons.
1860,.....	22,100 "	356,366 "
Decrease,.....	41,456 "	Increase, 132,297 "

It is certainly a new feature, that the United States does not hold its own in a carrying trade of merchandise, in which the ratio of exports of its own produce exceeds that of its imports.

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PRAYER TO CONGRESS.

May it please your Honorable Bodies: Your memorialists have endeavored to lay before you the importance of ocean steam navigation and its dependence, in the present stage of mechanical art, upon government subsidies. They have pointed out the steadiness and regularity with which the British government, through all periods of distress and financial difficulty, has faithfully supported the system which it inaugurated, establishing regular communication with point after point, as the commerce, which the introduction of steam developes, has demanded new facilities. They have endeavored to estimate the harvest of wealth which Great Britain has reaped from the careful husbandry of its statesmen.

They have shown to you, not that American commerce has declined, for it is of God's giving that the interests of mankind are so interwoven that no good thing is of service to its inventor alone, and our commerce has likewise increased from the wise and extended communication which our rivals have established.

They have shown that the United States have but fallen behind in the great race for maritime supremacy.

And in surveying the whole field of investigation, there appears no cause for such advantage as has been gained by Great Britain in this commercial struggle but the extensive use of telegraphic communication, connecting the most distant points, and the development of her steam commercial marine.

Our steamers have been driven from the ocean, until now not a solitary one carries our flag to any European port. Not because our mechanics are not as skillful; witness the triumphs of the COLLINS side-wheel, and recently the triumphs of the Pacific screw steamers. Not for want of enterprise on the part of her citizens, for the steamers already built cannot hold their own upon the seas, for want of that aid and fostering legislation which other governments so liberally supply, and without which competition is ruin.

The American seeks no unusual advantage. He only asks a fair field for his enterprise; and it will be soon found that the skill of the American shipwright, the seamanship of the American master, and the tact of the American merchant, will place our steamers foremost among vessels of that class, as they have our ships in that of the sailing marine.

Your memorialists ask, first, that subsidies shall be offered to a first-class line, to make weekly trips from New-York to Liverpool and return; and they ask this, not alone in the interest of the general trade of the country, for it can hardly be asserted that such a line is imperatively demanded, but because the pride of the country, as well as its position as a first class maritime power, is involved in the maintenance of the best and fastest line which shall connect the capitals of the two hemispheres.

It is often said, that if England choose to maintain her communications with this country at such a cost, let her do so; to this no reply is re-

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quired. If national pride does not prompt the people to accept this struggle, it will not be to any national disadvantage. Great Britain has far more interest than this country in the Atlantic lines. One day's information as to the price of flour or the yield of the cotton crop may save her the cost of her subsidy in her purchases at Odessa, on the Baltic, or the Indian seas.

It is undeniable that the old world seeks with more avidity than the new to bind closer the knot of national amity. To their crowded industry this is the long promised land, and the producer will always bring the consumer to his market.

Stronger reasons prompt the re-establishment of communication with France. We need to renew our friendship with our ancient ally, and friendship follows intercourse. Our large and increasing trade with this nation, which, though a great naval, seems destined never to become a great commercial power, should be developed, and not be permitted to halt in its progress.

A line twice each month should be established to Havre, touching at Cowes. One or more lines should be established to provide a weekly communication with some one of the Hanse Towns, *Bremen and Hamburg*, requiring, as the condition of a large subsidy, that ample accommodations should be provided for persons seeking to emigrate to this country, at reasonable rates; the steamers to be under constant government inspection, and the subsidy to depend upon the faithful performance of the contract.

A line should be established to Lisbon, Cadiz, and to Genoa, touching at Barcelona and Marseilles.

This is as much legislation as now seems desirable across the ocean.

A line established from New-York to Point Isabel, at the Brazos Santiago, semi-monthly, with a semi-monthly branch from New-Orleans, would at once recover to us a large portion of that valuable trade of Northern Mexico which we have lost by our own negligence.

Just before the war broke out, the Mexican government itself offered to pay a handsome subsidy—$120,000 per annum—to those who would establish a line.

This line will ultimately become very important when rail-road communication is open to Monterey, and thence to Mazatlan, on the Pacific. This rail-road will make one of the most important connections in the world, being on the direct line from London to Hong Kong.

The Postal Convention, of 1861, established a uniform and low rate of postage with Mexico.

By the offer of a sufficient subsidy, the Havana line might be extended, by branch service, to Porto Rico, Hayti, St. Thomas, Jamaica and other of the West India islands, and to the principal points on the North Pacific coast.

The Venezuelan government have offered to contribute a subsidy of $30,000 per annum to a line for coast service.

A line of semi-monthly steamers to Rio de Janeiro, touching at Pernambuco and Bahia, and with a connecting branch to Monte Video and Buenos Ayres, would no doubt meet similar encouragement on the part of the Brazilian government.

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The Pacific Mail Steamship Company, which has so fairly earned, and so justly deserves the confidence of the country, should be induced to extend their line of operations so as to give a regular coast service to Valparaiso, touching at the important intermediate points, Guayaquil, Callao and Arica.

Finally, a first class semi-monthly line should be established to run from San Francisco to Hong Kong and Japan, touching at the Sandwich Islands, and with branch connections from that point to Australia.

Your memorialists are aware that unusual difficulties and delays will attend the inauguration, at the present time, of the proposed lines of mail steamers. The private ship yards of the country are fully occupied with work undertaken for the government of the United States. Materials of all kinds are greatly enhanced in value. The sources of supply are, to a considerable extent, cut off by the rebellion. Withal, the currency is in such a state that a change to a specie basis would tend to a ruinous depreciation in value of steamships created under such circumstances. For all these reasons, your memorialists submit that the sustaining hand of government is necessary to secure, in the first instance, the creation of the vessels; and, in the second place, may be vital to their preservation when a change to specie payments and reduced values shall occur. It is obvious enough that vast benefits to the commerce of the nation would accrue in the large amount of freight and passage money that would be retained on this side, and in the increased revenues from foreign trade that would follow the contemplated development of our commerce.

Of the proposed lines the most important, and which should be first undertaken, are those to Genoa, to Rio de Janeiro, and to China and Japan.

Regenerated Italy, under the liberal policy which CAVOUR conceived and VICTOR EMANUEL is faithfully and loyally carrying out, is rapidly improving her condition and extending her commerce. A great trade, advantageous to both nations, will quickly follow the establishment of regular and direct steam communication.

Spain, assured of the loyalty of this country to plighted faith and national obligation, and no longer fearing insidious attacks upon her American colonies, may, ere long, find her true interest to be in extending new facilities to our commerce, and withdrawing the restrictive and impolitic legislation which has arrested its development hitherto.

The South American nations all anxiously await our movements. They dread the encroachments of European policy, whose hostile purpose is always veiled under friendly guise. They recognise the honorable faith of the United States, on whose escutcheon there rests no blot. Even Mexico, late an enemy, looks to the United States to-day for friendly sympathy and aid.

It is hardly creditable that our communications with this great continent are only safely made by European ports, and that the correspondence of our merchants with Rio passes through Southampton; and positively discreditable that an American minister leaving the North American for the South American continent, must twice cross the ocean to reach his destination, if he choose to go by steam.

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But more than all important is the proposed communication with the East. By it the Atlantic seaboard cities will receive their letters in 50 to 55 days from Hong Kong, Shanghae and Niphon; and information will pass by telegram, *via* San Francisco, in 25 to 30 days. When the projected rail-road across the continent is complete, communication by letter may be made in 35 days, or thereabouts. A large trade will grow up between the Eastern and the Western shores of the Pacific. The circle of commerce will be complete; all nations, and tribes, and races, will be brought into close and intimate relation, and all that is physical having been subordinated to the comfort and happiness of mankind, the world will await with awe and wonder what new development of its progress is yet reserved for the human mind, under the inspiration of the author and ruler of the universe.

And while some plan of wise legislation is being matured, which will open to American enterprise the fertile valleys of the tropical South, and draw us nearer to the treasures of the Western shores of the Pacific, by the development of a system of steam communication and mail service worthy of this great commercial nation, your memorialists pray that ships of war be assigned to the duty of conveying the mails to all the chief points on the coast of the two oceans, whereby they may serve to protect as well as to foster our commerce.

This memorial has presented the history of ocean steam communication; its dependence upon government subsidies for support; its effect upon commerce; and has supplied such data as seemed proper to illustrate these several points. It is the hope of this Chamber, that your honorable bodies will give due regard to the important subject of which it treats, and in which the prosperity of this country, not commercial alone, but agricultural and mechanical as well, are involved. It is represented to your honorable bodies that this Chamber states the facts presented in this memorial with the deepest mortification, and that it looks to the action of your honorable bodies with the most anxious hope.

THOMAS TILESTON,
A. A. LOW,
PELATIAH PERIT,
GEORGE F. THOMAE,
EZRA NYE,
Committee on Ocean Steam Navigation.

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APPENDIX.

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MEXICO.

Progressive Statistical View of the Commerce of the United States with Mexico, from the Treasury Reports on Commerce and Navigation.

Mexico.	Commerce.					Navigation.			
	Value of Exports.					American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,	$ 2,529,770	$ 1,029,054	$ 3,558,824	$ 2,167,985	$ 5,726,809	23,046	30,810	25,255	15,804
1854,	2,091,870	1,043,616	3,135,486	3,463,190	6 598,676	37,569	29,758	8,605	15,173
1855,	2,253,368	669,436	2,922,804	2,882,830	5,805,634	39,817	41,453	6,123	10,423
1856,	2,464,942	1,237,297	3,702,239	3,568,681	7,270,920	40,402	47,129	8,387	7,106
1857,	3,017,640	597,566	3,615,206	5,985,857	9,601,063	27,291	35,508	10,555	14,564
1858,	2,785,852	529,973	3,315,825	5,477,465	8,793,290	56,645	68,578	7,439	14,213
1859,	2,307,170	685 376	2,992,546	5,339,974	8,332,520	73,929	83,723	9,364	15,349
1860,	3,338,739	2,015,334	5,354,073	6,935,872	12,289,945	49,272	64,130	12,743	18,190
1861,	1,564,062	651,828	2,215,890	3,689,213	5,905,103	27,241	31,716	5.509	7,170

Progressive Statistical View of the Commerce of the United Kingdom with Mexico, from the Official Returns of Trade and Navigation.

Mexico.	Commerce.					Navigation.			
	Value of Exports.					British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Product of U. Kingdom.	Foreign and Colonial Product.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,	£ 791,940	£ 71,178	£ 863,118	£ 529,313	£ 1,392,431	4,530	9,759	2,876	2,965
1854,	430,936	32,948	463,884	220,605	684,489	3,783	5,298	2,577	1,743
1855,	585,898	28,975	614,873	230,791	845,664	6,254	7,176	1,847	3,490
1856,	887,862	41,778	929,640	222,193	1,151,833	8,531	3,972	4,274	2,341
1857,	567,311	44,332	611,643	342,383	954,026	7,879	5,295	7,020	2,574
1858,	411,831	38,775	450,606	317,568	768,174	12,284	5,774	12,173	2,380
1859,	597,899	49,459	647,358	380,499	1,027,857	8,234	5,085	7,105	1,815
1860,	462,604	76,345	538,949	491,221	1.030,170	12,297	5,899	14,184	1,884
1861,	583,657	69,205	652,862	347,529	1,000,391	11,672	10,116	11,696	1,798

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CENTRAL AMERICA.

Progressive Statistical View of the Commerce of the United States with Central America, from the Treasury Reports on Commerce and Navigation.

Central America.	Commerce.					Navigation.			
	Value of Exports.					American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared. U. S.	Entered. U. S.	Cleared U. S.
1853,.....	$ 544,211 ..	$ 183,479 ..	$ 727,690 ..	$ 859,235 ..	$ 1,586,925 ..	72,720 ..	85,848 ..	4,337 ..	6,492
1854,.....	454,452 ..	117,073 ..	571,525 ..	2,649,376 ..	3,220,901 ..	89,273 ..	82,503 ..	4,238 ..	7,036
1855,.....	1,682,017 ..	103,112 ..	1,785,129 ..	626,883 ..	2,411,512 ..	95,269 ..	96,325 ..	2,670 ..	5,673
1856,.....	697,265 ..	83,095 ..	780,360 ..	578,970 ..	1,359,330 ..	90,717 ..	89,254 ..	3,514 ..	3,689
1857,.....	541,678 ..	55,695 ..	597,373 ..	723,090 ..	1,320,463 ..	44,314 ..	41,302 ..	2,263 ..	4,058
1858,.....	535,356 ..	52,202 ..	587,558 ..	544,743 ..	1,132,301 ..	15,401 ..	9,858 ..	5,028 ..	3,335
1859,.....	449,669 ..	72,599 ..	522,268 ..	854,050 ..	1,376,318 ..	8,074 ..	12,912 ..	3,662 ..	3,338
1860,.....	446,715 ..	47,436 ..	494,151 ..	678,366 ..	1,172,517 ..	12,598 ..	10,528 ..	3,024 ..	3,092
1861,.....	312,054 ..	22,784 ..	334,838 ..	556,066 ..	900,904 ..	6,228 ..	4,851 ..	1,098 ..	1,695

Progressive Statistical View of the Commerce of the United Kingdom with Central America, from the Official Trade and Navigation Returns.

Central America.	Commerce.					Navigation.			
	Value of Exports.					British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	British Products.	Foreign and Colonial Products.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	£ 186,968 ..	£ 21,715 ..	£ 208,683 ..	£ 412,872 ..	£ 621,555 ..	6,254 ..	3,075 ..	882 ..	....
1854,.....	175,616 ..	9,550 ..	185,166 ..	141,279 ..	326,445 ..	8,033 ..	2,643 ..	1,657 ..	1,369
1855,.....	266,191 ..	11,144 ..	277,335 ..	235,248 ..	512,583 ..	4,088 ..	5,142 ..	917 ..	200
1856,.....	275,516 ..	7,118 ..	282,634 ..	222,411 ..	505,045 ..	4,911 ..	3,972 ..	207 ..	2,341
1857,.....	313,371 ..	10,393 ..	323,764 ..	320,010 ..	643,774 ..	3,111 ..	3,119 ..	1,824 ..	2,562
1858,.....	393,179 ..	6,217 ..	399,396 ..	176,726 ..	576,122 ..	5,058 ..	5,144 ..	990 ..	1,696
1859,.....	226,720 ..	5,658 ..	232,378 ..	286,884 ..	519,262 ..	3,449 ..	3,996 ..	1,979 ..	642
1860,.....	182,282 ..	13,809 ..	196,091 ..	224,896 ..	420,987 ..	4,077 ..	3,033 ..	.... ..	1,101
1861,.....	172,431 ..	4,086 ..	176,517 ..	313,809 ..	490,326 ..	4,076 ..	5,239 ..	3,950 ..	1,439

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THE WEST INDIA ISLANDS, I.—CUBA.

Statistical View of the Commerce of the United States with Cuba, from the Treasury Reports on Commerce and Navigation.

Cuba.	Commerce.				Navigation.			
	Value of Exports.				American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,	$ 5,773,419	$ 514,540	$ 6,287,959	$ 18,585,755	$ 24,873,714	455,700	365,392	37,362	22,730
1854,	8,228,116	323,636	8,551,752	17,124,339	25,676,091	467,356	398,049	42,182	25,188
1855,	7,607,119	397,463	8,004,582	18,625,339	26,629,921	488,146	481,545	32 968	31,196
1856,	7,199,035	610,228	7,809,263	24,435,693	32,244,956	516,650	498,796	56,082	13,863
1857,	9,379,582	5,543,861	14,923,443	45,243,101	60,166,544	684,937	590,241	61,308	14,293
1858,	11,673,167	2,760,024	14,433,191	27,214,846	41,648,037	568,521	549,389	61,354	11,857
1859,	11,217,263	1,050,934	12,268,202	34,054,424	46,322,626	635,934	605,515	90,191	24,921
1860,	11,747,913	634,956	12,382,869	34,032,276	46,415,145	670,916	659,611	91,796	35,396
1861,	9,461,082	3,430,995	12,892,077	33,536,357	46,428,434	618,785	482,212	53,110	26,529

Progressive Statistical View of the Commerce of the United Kingdom with Cuba and Porto Rico, from the Official Returns of Trade and Navigation.

Cuba and Porto Rico.	Commerce.				Navigation.			
	Value of Exports.				British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Domestic Produce.	Colonial and Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,	£1,137,051	£31,903	£1,168,954	£1,901,545	£3,070,499	32,570	35,190	54,828	49,971
1854,	1,073,861	4,727	1,078,588	3,369,444	4,448,032	64,653	45,957	79,740	3,816
1855,	1,077,745	22,933	1,100,678	2,332,753	3,433,431	55,454	53,597	44,683	66,288
1856,	1,398,837	25,190	1,424,027	2,654,580	4,078,607	55,380	43,914	45,115	58,388
1857,	1,865,667	51,522	1,917,189	3,471,333	5,388,522	57,518	47,820	53,863	88,161
1858,	1,877,072	39,248	1,916,320	3,798,778	5,715,098	50,317	49,420	82,519	92,507
1859,	1,675,596	77,064	1,752,660	3,498,707	5,251,367	45,278	46,544	82,919	83,512
1860,	1,530,012	79,684	1,609,696	3,288,116	4,897,812	49,054	41,385	66,674	99,470
1861,	1,363,463	96,806	1,460,269	4,271,793	5,732,062	70,729	84,735	122,074	124,045

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WEST INDIA ISLANDS, II.—HAYTI.

Statistical View of the Commerce of the United States with Hayti, from the Treasury Reports on Commerce and Navigation.

Hayti.	Commerce.					Navigation.			
	Value of Exports.					American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,	$ 1,738,413	$ 260,520	$ 1,998,933	$ 1,985,624	$ 3,984,557	33,262	31,369	10,402	6,124
1854,	1,880,187	329,538	2,209,725	2,357,252	4,566,977	43,322	33,245	6,031	4,797
1855,	1,773,542	307,796	2,081,338	2,474,487	4,555,825	44,851	32,182	7,084	7,364
1856,	1,862,823	263,631	2,126,454	1,924,259	4,050,713	44,733	34,260	5,957	4,750
1857,	2,216,147	319,517	2,535,664	2,290,242	4,825,906	53,104	35,976	7,454	4,121
1858,	1,978,865	248,744	2,227,609	2,185,563	4,413,171	48,679	33,108	4,736	2,151
1859,	2,255,655	229,109	2,484,764	2,666,246	5,151,010	39,880	35,980	3,717	4 386
1860,	2,441,905	231,777	2,673,682	2,002,723	4,676,405	37,089	36 019	3,700	5,522
1861,	2,246,124	181,502	2,427,626	1,716,173	4,143,799	36,653	34,000	2,987	4,056

Progressive Statistical View of the Trade of the United Kingdom with Hayti and St. Domingo, from the Official Returns of Trade and Navigation.

Hayti and St. Domingo.	Commerce.					Navigation.			
	Value of Exports.					British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Produce of U. Kingdom.	Foreign and Col. Products.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,	£ 133,804	£ 2,245	£ 136,049	£ 247,019	£ 383,068	4,985	1,565	5,646	2,890
1854,	195,053	3,046	198,099	117,316	315,415	6,164	3,334	3,241	3,867
1855,	160,128	1,080	161,208	71,940	233,148	4,440	1,103	2,723	3,884
1856,	184,667	3,275	187,942	153,361	341,303	9,039	2,327	4,376	3,876
1857,	269,025	2,969	271,994	121,835	393,829	6,953	3,020	3,922	4,228
1858,	112,746	1,953	114,699	64,900	179,599	3,615	1,435	2,682	2,483
1859,	198,791	5,604	204,395	112,400	316,795	3,046	1,930	6,299	5,007
1860,	412,939	4,133	417,072	123,067	540,139	3,629	4,455	5,783	7,271
1861,	304,982	5,573	310,555	137,471	448,026	4,291	6,127	5,949	7,870

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THE WEST INDIA ISLANDS, III.—DANISH, DUTCH, FRENCH, BRITISH, &c.

Statistical View of the Commerce of the United States with the Spanish, (except Cuba,) Swedish, Danish, Dutch, English and French West Indies, from the Treasury Reports.

West Indies.	Commerce. Value of Exports.					Navigation. American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	$ 6,523,339	$ 257,102	$ 6,780.441	$ 4,498,098	$ 11,278,539	157,864	167,041	77,411	69,594
1854,.....	7,611.854	330,867	7,942,721	4,981,467	12,924,188	141,778	173,112	66,597	62,977
1855,.....	7,474,176	338,153	7,812,329	4,735,480	12,547,809	75,764	178,341	59,055	44,918
1856,.....	7,281,358	195,679	7,477,037	7,049,671	14,526,708	128,825	164,106	55,621	35,613
1857,.....	9,452,486	326,322	9,778,808	9,383,756	19,162,564	169,354	198,056	58,889	33,986
1858	8,977,757	480,107	9,457,864	7,460,765	16,918,629	213,809	223,875	56,948	39,023
1859,.....	8,750,611	559,180	9,309,791	7,776,726	17.086.517	225,468	221,886	73,089	53,389
1860,.....	8.977,621	550,212	9,527,833	7,364,853	16.892 686	195,956	195,511	91,061	55,101
1861,.....	8,632,605	392.963	9,025,568	6,270,031	15,295,599	173,599	175,003	77,066	51,650

Progressive Statistical View of the Commerce of the United Kingdom with the Danish, Dutch, French and British West India Islands, from the Official Returns of Trade and Navigation.

West India Islands.	Commerce. Value of Exports.					Navigation. British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	£ 1,930,708	£ 249,468	£ 2,180,176	£ 4,348,673	£ 6,528,849	228,544	233,617	10,761	48,653
1854,.....	2,086 040	209,691	2,295,731	4,078,823	6,374,554	284,711	287,312	19,100	101,495
1855,.....	1,978,401	176,986	2,155,387	4,082,409	6,237,796	260,769	259,214	12,335	41,421
1856,.....	2,103,508	246,558	2,350,066	4,203,616	6,553,682	246,826	256,779	10,902	50,385
1857,.....	2,744,839	249,440	2,994,279	5,279,211	8,273,490	265,976	268,982	14,799	56,658
1858,.....	2,373,460	180,095	2,553,555	4,986,571	7,540,126	280,092	271,868	19,012	64,239
1859,.....	2,288,275	226,315	2,514,590	4,075,018	6,589,608	216,691	263,145	18,924	53,917
1860,.....	2,547,716	204,989	2,752,705	4,466,989	7,219,694	282,102	243,174	20,032	58,805
1861,.....	2,618,489	177,053	2,795,542	4,478,292	7,273,834	213,739	226,663	14,030	66,291

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SOUTH AMERICA, I.—BRAZIL.

Progressive Statistical View of the Commerce of the United States with Brazil, prepared from the Annual Treasury Reports on Commerce and Navigation.

Brazil.	Commerce.				Navigation.			
	Value of Exports.				American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,	$3,734,190	$ 260,254	$ 3,994,444	$ 14,817,961	$ 18,812,405	73,160	69,735	24,447	5,158
1854,	4,046,857	192,384	4,239,241	14,110,387	18,349,628	77,910	60,348	14,612	2,829
1855,	3,973,219	288,054	4,261,273	15,218,935	19,480,208	85,977	75,660	13,844	2,674
1856,	4,858,125	236,779	5,094,904	19,262,657	24,357,561	100,054	74,280	12,688	2,890
1857,	5,268,166	277,041	5,545,207	21,460,733	27,005,940	108,209	84,712	18,243	3,186
1858,	4,735,884	218,872	4,954,706	16,952,386	21,907,092	89,675	86,242	19,511	3,975
1859,	5,929,004	327,972	6,256,976	22,439,842	28,696,818	109,230	111,908	36,065	4,530
1860,	5,945,235	335,020	6,280,255	21,214,803	27,495,058	115 019	87,731	33,444	5,100
1861,	4,787,702	235,515	5,023,217	18,100,456	23,123,673	83,829	71,871	22,173	2,312

Progressive Statistical View of the Commerce of the United Kingdom with Brazil, from the Official Returns of Trade and Navigation.

Brazil.	Commerce.				Navigation.			
	Value of Exports.				British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Domestic Produce.	Foreign and Colonial Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,	£3,186,407	£133,007	£3,319,414	£2,856,803	£6,176,217	74,001	85,206	14,454	37,287
1854,	2,891,840	119,982	3,011,822	2,083,589	5,095,411	77,403	112,506	48,867	48,867
1855,	3,312,728	128,550	3,441,278	2,273,819	5,715,097	73,416	100,518	11,621	43,965
1856,	4,084,537	179,979	4,264,516	2,229,048	6,493,564	71,565	94,731	11,558	65,520
1857,	5,541,710	220,972	5,762,682	3,502,314	9,264,996	94,309	119,452	15,250	73,152
1858,	3,984,817	177,070	4,161,887	2,275,497	6,437,384	82,697	115,108	25,235	57,000
1859,	3,685,718	155,186	3,840,904	2,828,770	6,669,674	88,804	130,959	24,013	69,518
1860,	4,446,776	124,532	4,571,308	2,269,180	6,840,488	63,754	141,400	24,500	106,566
1861,	4,552,165	138,710	4,690,875	2,631,480	7,322,355	66,215	116,051	20,191	88,407

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SOUTH AMERICA, II.—CENTRAL REPUBLICS, I.—ARGENTINE REPUBLIC.

Progressive Statistical View of the Trade of the United States with the Argentine Republic, (Buenos Ayres,) from the Treasury Reports on Commerce and Navigation.

Argentine Republic, or Buenos Ayres.	Commerce.					Navigation.			
	Value of Exports					Domestic Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	$ 618,855	$ 262,611	$ 881,466	$ 2,186,641	$ 3,068,107	11,337	10,749	4,741	4,639
1854,.....	658,720	103,005	761,725	2,144,971	2,906,696	11,245	8,526	1,669	1,880
1855,.....	810,756	158,671	969,427	2,545,087	3,514,514	12,583	18,584	707	2,315
1856,.....	1,013,112	246,751	1,259,863	2,322,161	3,582,024	13,544	24,804	356	873
1857,.....	1,202,376	111,431	1,313,807	2,784,473	4,098,280	16,376	26,630	496	1,605
1858,.....	765,043	139,551	904,594	2,725,218	3,629,812	17,297	25,170	261	1,216
1859,.....	1,003,500	434,735	1,438,235	4,070,033	5,508,268	27,003	37,348	975	2,579
1860,.....	729,006	270,702	999,708	4,020,848	5,020,556	23,966	22,601	3,467	634
1861,.....	990,788	175,837	1,166,625	3,200,836	4,367,461	22,667	28,595	1,058	654

Progressive Statistical View of the Commerce of the United Kingdom with the Argentine Republic, (Buenos Ayres,) from the Official Returns of Trade and Navigation.

Buenos Ayres.	Commerce.					Navigation.			
	Value of Exports.					British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Produce of U. Kingdom.	Foreign and Col. Products.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	£551,035	£22,876	£573,911	£800,366	£1,374,277	16,348	9,244	4,882	5,646
1854,.....	1,267,125	32,565	1,299,690	1,285,186	2,584,876	16,504	21,231	10,463	5,571
1855,.....	742,442	26,383	768,825	1,052,033	1,820,858	20,500	19,682	682	2,862
1856,.....	998,329	43,892	1,042,221	981,193	2,023,414	14,660	20,769	6,978	1,782
1857,.....	1,287,006	55,413	1,342,419	1,573,558	2,915,977	17,623	23,065	9,891	4,812
1858,.....	1,008,819	27,385	1,036,204	1,194,977	2,231,181	22,245	25,055	5,888	5,561
1859,.....	958,677	29,066	987,743	1,664,092	2,651,835	20,391	17,227	9,289	4,866
1860,.....	1,782,447	38,488	1,820,935	1,097,755	2,918,690	16,228	28,520	4,739	4,395
1861,.....	1,383,529	19,698	1,403,227	1,471,649	2,874,876	19,707	21,312	9,988	8,684

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SOUTH AMERICA, II.—CENTRAL REPUBLICS, II.—CISPLATINE REPUBLIC.

Progressive Statistical View of the Commerce of the United States with the Cisplatine Republic, (Uruguay,) from the Treasury Reports on Commerce and Navigation.

Cisplatine Republic, Uruguay.	Commerce.				Navigation.			
	Value of Exports.				American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	$ 296,088	$ 12,358	$ 308,446	$ 302,980	$ 611,426	2,319	8,700	1,341	1,356
1854,.....	450,855	62,102	512,957	457,179	970,136	3,449	17,892	531	1,751
1855,.....	394,657	27,515	422,172	242,709	664,881	5,929	16,556	388	3,165
1856,.....	517,849	33,480	551,329	361,036	912,365	1,801	12,784	255	535
1857,.....	976,370	29,802	1,006,172	368,297	1,374,469	2,289	22,412	241	2,027
1858,.....	552,067	26,061	578,128	621,888	1,200,016	3,781	13,864	924	690
1859,.....	595,515	34,441	630,356	774,543	1,404,899	6,393	15,456	2,947	625
1860,.....	661,326	128,032	789,358	908,750	1,698,108	7,992	19,115	417	928
1861,.....	674,864	92,059	766,923	531,244	1,298,167	6,319	20,287	...	278

Progressive Statistical View of the Commerce of the United Kingdom with the Cisplatine Republic of Uruguay, from the Official Returns of Trade and Navigation.

Uruguay.	Commerce.				Navigation.			
	Value of Exports.				British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Product of U. Kingdom.	Foreign and Col. Product.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared. U. K.
1853,.....	£529,883	£17,879	£547,762	£476,546	£1,024,308	6,395	5,051	5,893	4,552
1854,.....	462,210	9,030	471,240	386,996	858,236	3,858	7,204	5,233	5,172
1855,.....	294,938	7,590	302,528	430,292	732,820	8,895	7,144	5,921	2,579
1856,.....	391,323	13,291	404,614	576,247	980,861	10,493	10,784	9,531	5,086
1857,.....	515,902	17,066	532,968	742,769	1,275,737	13,398	15,883	7,150	7,349
1858,.....	522,670	7,116	529,786	532,370	1,062,156	14,679	22,971	6,434	15,422
1859,.....	693,622	20,378	714,000	711,105	1,425,105	11,943	24,379	11,367	7,485
1860,.....	922,783	21,269	944,002	867,328	1,811,330	15,240	21,288	8,308	11,495
1861,.....	581,688	20,449	602,087	639,717	1,241,804	10,876	18,016	8,550	25,122

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SOUTH AMERICA, III.—THE WEST COAST, I.—CHILI.

Progressive Statistical View of the Commerce of the United States with Chili, from the Treasury Reports on Commerce and Navigation.

Chili.	Commerce.					Navigation.			
	Value of Exports.					American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	$ 2,157,320 ..	$ 169,117 ..	$ 2,326,437 ..	$ 2,214,252 ..	$ 4,540,689 ..	13,641 ..	23,488 ..	38,511 ..	88,655
1854,.....	1,942,330 ..	250,929 ..	2,193,259 ..	3,332,167 ..	5,525,426 ..	19,403 ..	22,371 ..	22,316 ..	22,403
1855,.....	2,994,231 ..	432,026 ..	3,426,257 ..	3,518,896 ..	6,945,153 ..	15,565 ..	21,667 ..	4,592 ..	10,109
1856,.....	2,591,354 ..	276,389 ..	2,867,743 ..	2,467,819 ..	5,335,562 ..	15,266 ..	22,477 ..	3,536 ..	4,778
1857,.....	2,473,228 ..	433,957 ..	2,907,185 ..	3,742,439 ..	6,649,624 ..	14,372 ..	42,727 ..	7,207 ..	11,067
1858,.....	1,680,187 ..	292,354 ..	1,972,541 ..	2,655,263 ..	4,627,804 ..	16,760 ..	28,657 ..	5,297 ..	7,845
1859,.....	1,751,980 ..	215,394 ..	1,967,324 ..	2,646,800 ..	4,614,124 ..	20,420 ..	27,416 ..	3,883 ..	6,305
1860,.....	2,645,225 ..	423,448 ..	3,268,673 ..	2,072,912 ..	5,341,585 ..	17,428 ..	32,991 ..	1,316 ..	5,744
1861,.....	2,304,355 ..	322,297 ..	2,626,652 ..	3,186,052 ..	5,812,704 ..	26,268 ..	23,506 ..	6,331 ..	2,718

Progressive Statistical View of the Commerce of the United Kingdom with Chili, from the Official Returns of Trade and Navigation.

Chili.	Commerce.					Navigation.			
	Value of Exports.					British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Domestic Produce.	Colonial and Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	£ 1,264,942 ..	£ 43,839 ..	£ 1,308,781 ..	£ 575,314 ..	£ 1,884,095 ..	28,659 ..	55,205 ..	2,315 ..	2,748
1854,.....	1,421,855 ..	43,589 ..	1,465,444 ..	1,380,563 ..	2,846,007 ..	25,798 ..	56,882 ..	2,187 ..	8,044
1855,.....	1,330,385 ..	56,688 ..	1,387,073 ..	1,925,271 ..	3,312,344 ..	27,991 ..	50,811 ..	3,860 ..	9,623
1856,.....	1,396,446 ..	64,492 ..	1,460,938 ..	1,700,776 ..	3,161,714 ..	32,146 ..	67,524 ..	3,336 ..	15,295
1857,.....	1,520,678 ..	48,175 ..	1,568,853 ..	1,932,682 ..	3,501,535 ..	39,233 ..	84,300 ..	949 ..	29,688
1858,.....	1,117,580 ..	38,976 ..	1,156,556 ..	1,900,322 ..	3,056,878 ..	45,506 ..	65,083 ..	6,479 ..	12,443
1859,.....	1,474,606 ..	35,570 ..	1,510,176 ..	1,969,547 ..	3,479,723 ..	34,777 ..	63,725 ..	3,153 ..	15,554
1860,.....	1,702,800 ..	35,129 ..	1,737,929 ..	2,586,217 ..	4,324,146 ..	48,379 ..	64,960 ..	4,517 ..	8,021
1861,.....	1,362,451 ..	18,082 ..	1,380,533 ..	2,416,895 ..	3,797,428 ..	65,123 ..	69,379 ..	9,753 ..	16,229

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SOUTH AMERICA, III.—THE WEST COAST, II.—BOLIVIA.

Progressive Statistical View of the Commerce of the United States with Bolivia, prepared from the Treasury Reports on Commerce and Navigation.

Bolivia.	Commerce.				Navigation.			
	Value of Exports.				American Tonnage.		Foreign Tonnage.	
Year ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,	$41,572	....	$41,572	....	$41,572	....	277	225	....
1854,	....	....	....	....	....	....	....	....	....
1855,	....	....	....	....	....	....	657	....	....
1856,	....	....	....	....	....	....	....	....	....
1857,	....	....	....	....	....	....	....	....	....
1858,	12,373	....	12,373	$38,658	51,031	....	279	333	....
1859,	5,355	....	5,355	....	5,355	....	279	....	....
1860,	....	....	....	....	....	....	....	....	....
1861,	....	....	....	....	....	....	....	....	....

Progressive Statistical View of the Commerce of the United Kingdom with Bolivia, from the Official Trade and Navigation Returns.

Bolivia.	Commerce.					Navigation.			
	Value of Exports.					British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Product of U. Kingdom.	Colonial and For'n Product.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,	£23	....	£23	£17,603	£17,626	736	....	....	129
1854,	....	....	....	20,588	20,588	....	....	....	....
1855,	....	....	....	43,178	43,178	261	....	194	....
1856,	....	....	....	29,574	29,574	904	....	364	....
1857,	....	....	....	32,418	32,418	....	....	....	....
1858,	....	....	....	41,252	41,252	2,077	....	463	....
1859,	....	....	....	153,896	153,896	4,689	....	2,117	....
1860,	....	1,377	1,377	199,347	200,724	4,512	....	567	....
1861,	922	109	1,031	125,416	126,447	2,744	469	1,490	....

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Progressive Statistical View of the Commerce of the United States with Peru, from the Treasury Reports on Commerce and Navigation.

Peru.	Commerce.					Navigation.			
	Value of Exports.					American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	$ 657,316 ..	$ 40,261 ..	$ 697,577 ..	$ 173,441 ..	$ 871,018 ..	14,965 ..	68,246 ..	17,558 ..	37,410
1854,.....	651,707 ..	33,448 ..	685,155 ..	1,005,406 ..	1,690,561 ..	158,400 ..	121,825 ..	21,822 ..	36,685
1855,.....	756,323 ..	114,223 ..	870,546 ..	597,618 ..	1,468,164 ..	157,232 ..	85,151 ..	11,917 ..	25,377
1856,.....	1,159,232 ..	84,991 ..	1,244,223 ..	217,759 ..	1,461,982 ..	50,948 ..	51,561 ..	6,620 ..	20,107
1857,.....	449,733 ..	58,199 ..	507,932 ..	208,747 ..	716,679 ..	123,031 ..	68,523 ..	1,577 ..	6,462
1858,.....	603,827 ..	82,082 ..	685,909 ..	1,000,541 ..	1,686,450 ..	98,180 ..	35,565 ..	3,858 ..	8,699
1859,.....	893,857 ..	61,307 ..	955,164 ..	323,894 ..	1,279,058 ..	88,172 ..	33,991 ..	13,384 ..	3,041
1860,.....	869,781 ..	117,891 ..	987,672 ..	308,452 ..	1,296,124 ..	77,330 ..	63,309 ..	2,418 ..	6,772
1861, ...	370,435 ..	24,505 ..	394,940 ..	306,428 ..	701,368 ..	153,656 ..	18,244 ..	5,197 ..	3,041

Progressive Statistical View of the Commerce of the United Kingdom with Peru, from the Official Returns of Trade and Navigation.

Peru.	Commerce.					Navigation.			
	Value of Exports.					British Tonnage.		Foreign Tonnage.	
Years ending December 31.	Domestic Produce.	Foreign and Colonial Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	£1,246,730 ..	£30,324 ..	£1,277,054 ..	£1,491,759 ..	£2,768,813 ..	100,303 ..	27,736 ..	3,570 ..	1,326
1854,.....	949,289 ..	22,236 ..	971,525 ..	3,138,527 ..	4,110,052 ..	188,830 ..	43,797 ..	30,385 ..	3,613
1855,.....	1,285,160 ..	60,278 ..	1,345,438 ..	3,484,288 ..	4,829,726 ..	181,132 ..	56,211 ..	9,912 ..	4,687
1856,.....	1,046,010 ..	26,154 ..	1,072,164 ..	3,048,694 ..	4,120,858 ..	127,362 ..	58,217 ..	14,128 ..	42,611
1857,.....	1,171,864 ..	28,555 ..	1,200,419 ..	4,412,599 ..	5,613,018 ..	186,895 ..	33,295 ..	72 078 ..	21,125
1858,.....	1,163,155 ..	17,995 ..	1,181,150 ..	4,822,253 ..	6,003,403 ..	164,888 ..	26,045 ..	80,086 ..	7,927
1859,.....	857,563 ..	38,462 ..	896,030 ..	1,645,002 ..	2,541,032 ..	50,713 ..	21,415 ..	8,836 ..	2,486
1860,.....	1,381,357 ..	46,815 ..	1,428,172 ..	2,581,142 ..	4,009,314 ..	88,976 ..	26,673 ..	36,839 ..	13,217
1861,.....	1,194,873 ..	26,145 ..	1,221,018 ..	3,169,552 ..	4,390,570 ..	88,558 ..	36,591 ..	40,815 ..	26,764

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SOUTH AMERICA, III.—THE WEST COAST, IV.—ECUADOR.

Progressive Statistical View of the Commerce of the United States with Ecuador, prepared from the Treasury Reports on Commerce and Navigation.

Ecuador.	Commerce.				Navigation.			
	Value of Exports.				American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S. / Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	....	....	....	....	....	12,600 / 503	226	....
1854,.....	....	....	....	$57,534	$57,534	1,981 /	255	....
1855,.....	$66,092	....	$66,092	12,553	78,645	277 / 1,011	....	....
1856,.....	27,374	$2,066	29,440	84,804	114,244	1,062 / 672	....	....
1857,.....	34,546	2,630	37,176	15,803	52,979	625 / 1,358	....	....
1858,.....	13,700	....	13,700	....	13,700	326 / 984	....	....
1859,.....	33,908	1,302	35,210	....	35,210	.... / 1,267	....	....
1860,.....	19,545	....	19,545	....	19,545	.... / 1,311	....	....
1861,.....	9,116	....	9,116	2,687	11,803	348 /	....	....

Progressive Statistical View of the Commerce of the United Kingdom with Ecuador, from the Official Returns of Trade and Navigation.

Ecuador.	Commerce.				Navigation.			
	Value of Exports.				British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Products of U. King.	Foreign and Colonial Products.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K. / Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	£ 31,747	£ 2,232	£ 33,979	£ 26,983	£ 60,960	265 / 378	300	947
1854,.....	11,971	1,640	13,611	28,907	42,518	464 /	....	509
1855,.....	8,854	762	9,616	57,457	67,073	.... /	720	261
1856,.....	22,878	592	23,470	49,125	72,595	354 /	846	620
1857,.....	23,731	438	24,169	62,037	86,206	270 /	552	481
1858,.....	26,963	1,112	28,075	133,198	161,273	1,510 / 488	1,216	1,035
1859,.....	22,261	1,213	23,474	3,501	26,975	.... /	....	379
1860,.....	74,149	2,122	76,271	107,533	183,804	.... / 1,175	1,677	1,099
1861,.....	154,173	2,743	156,916	81,802	238,718	1,051 / 583	693	1,511

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Progressive Statistical View of the Commerce of the United States with New-Granada, prepared from the Treasury Reports on Commerce and Navigation.

New-Granada.	Commerce.				Navigation.			
	Value of Exports.				American Tonnage.		Foreign Tonnage.	
Year ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S. / Cleared U. S.	Entered U. S.	Cleared U. S.
1853,	$ 753,391	$ 103,079	$ 856,470	$ 553,528	$ 1,409,998	199,599 / 205,602	5,095	3,840
1854,	855,254	82,052	937,306	1,478,520	2,415,826	160,967 / 170,460	1,950	1,164
1855,	892,245	169,800	1,062,045	1,799,672	2,861,717	131,891 / 121,563	105	1,658
1856,	1,444,843	166,549	1,611,392	2,325,019	3,936,411	127,221 / 129,518	741	1,318
1857,	1,770,209	267,480	2,037,689	2,468,169	4,505,858	146,232 / 124,809	2,374	1,743
1858,	1,489,583	199,084	1,688,667	3,099,721	4,788,388	110,126 / 119,766	1,179	853
1859,	1,384,194	178,770	1,562,964	2,848,141	4,411,105	135,251 / 140,464	1,322	988
1860,	1,642,800	152,699	1,795,499	3,843,568	5,639,067	198,242 / 203,194	2,422	2,714
1861,	1,471,633	115,359	1,586,992	4,455,234	6,042,226	132,688 / 153,339	1,143	2,091

Progressive Statistical View of the Commerce of the United Kingdom with New-Granada, from the Official Returns of Trade and Navigation.

New-Granada.	Commerce.				Navigation.			
	Value of Exports.				British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Product of U. K.	Foreign and Colonial Products.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K. / Cleared U. K.	Entered U. K.	Cleared U. K.
1853,	£ 450,804	£ 29,954	£ 480,758	£ 191,940	£ 672,698	4,907 / 9,636	1,006	3,464
1854,	270,722	12,131	282,853	376,065	658,918	7,270 / 6,526	1,824	....
1855,	588,935	19,782	608,717	440,492	1,049,209	8,857 / 5,772	757	864
1856,	488,589	27,035	515,624	486,453	1,002,077	6,740 / 9,168	2,864	1,604
1857,	550,730	22,295	573,025	478,765	1,051,790	7,490 / 8,915	2,545	2,386
1858,	505,749	39,579	545,328	495,528	1,040,856	6,715 / 6,987	1,309	3,487
1859,	729,468	51,775	781,243	562,124	1,343,367	7,748 / 5,327	1,547	3,583
1860,	810,970	43,530	854,500	555,190	1,409,690	5,459 / 7,971	2,123	2,600
1861,	826,186	11,240	837,426	433,060	1,270,486	5,074 / 9,870	989	1,823

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SOUTH AMERICA, IV.—NORTHERN SOUTH AMERICA, I.—VENEZUELA.

Progressive Statistical View of the Commerce of the United States with Venezuela, from the Treasury Reports on Commerce and Navigation.

Venezuela.	Commerce.					Navigation.			
	Value of Exports.					American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	$ 749,859 ..	$ 94,668 ..	$ 844,527 ..	$ 2,613,780 ..	$ 3,458,307 ..	17,142 ..	12,001 ..	4,795 ..	1,789
1854,.....	1,131,604 ..	69,279 ..	1,200,883 ..	3,072,649 ..	4,273,532 ..	16,616 ..	12,263 ..	3,893 ..	4,074
1855,.....	1,152,604 ..	70,845 ..	1,223,449 ..	3,616,869 ..	4,840,318 ..	19,068 ..	15,057 ..	4,596 ..	4,369
1856,.....	1,643,621 ..	69,153 ..	1,712,774 ..	4,202,692 ..	5,915,466 ..	25,338 ..	25,615 ..	5,184 ..	1,637
1857,.....	1,360,148 ..	67,430 ..	1,427,578 ..	3,860,518 ..	5,288,096 ..	24,921 ..	17,703 ..	3,408 ..	2,083
1858,.....	1,194,294 ..	73,632 ..	1,267,926 ..	3,601,847 ..	4,869,773 ..	25,150 ..	16,284 ..	3,464 ..	641
1859,.....	1,644,271 ..	76,228 ..	1,720,499 ..	4,231,031 ..	5,951,530 ..	22,657 ..	17,442 ..	3,432 ..	1,207
1860,.....	1,056,250 ..	91,650 ..	1,147,900 ..	2,883,464 ..	4,031,364 ..	16,970 ..	11,268 ..	2,668 ..	1,227
1861,.....	1,164,145 ..	56,641 ..	1,220,786 ..	2,999,949 ..	4,220,735 ..	16,621 ..	13,414 ..	1,298 ..	728

Progressive Statistical View of the Commerce of the United Kingdom with Venezuela, from the Official Trade and Navigation Returns.

Venezuela.	Commerce.					Navigation.			
	Value of Exports.					British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	British Product.	Foreign Colonial Product.	Total Exports.	Total Imports.	Total Exchange.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	£ 248,190 ..	£ 5,782 ..	£ 253,972 ..	£ 58,237 ..	£ 312,209 ..	729 ..	1,330 ..	897 ..	3,776
1854,.....	300,899 ..	6,134 ..	307,033 ..	41,996 ..	349,029 ..	1,314 ..	2,592 ..	1,362 ..	4,293
1855,.....	378,491 ..	8,024 ..	386,515 ..	47,012 ..	433,527 ..	1,731 ..	2,242 ..	1,016 ..	4,008
1856,.....	353,590 ..	9,610 ..	363,200 ..	36,860 ..	400,060 ..	2,887 ..	3,075 ..	1,439 ..	2,072
1857,.....	377,711 ..	7,090 ..	384,801 ..	29,505 ..	414,306 ..	1,344 ..	2,555 ..	1,277 ..	4,233
1858,.....	316,738 ..	3,966 ..	320,704 ..	39,141 ..	359,845 ..	1,432 ..	1,136 ..	896 ..	2,911
1859,.....	317,716 ..	9,132 ..	326,848 ..	21,036 ..	347,884 ..	615 ..	973 ..	1 800 ..	3,955
1860,.....	323,656 ..	3,701 ..	327,357 ..	24,940 ..	352,297 ..	1,126 ..	1,341 ..	1,013 ..	2,360
1861,.....	426,858 ..	7,228 ..	434,086 ..	24,556 ..	458,642 ..	1,183 ..	2,913 ..	1,219 ..	3,271

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Statistical View of the Commerce of the United States with the Guianas, (Dutch, British and French,) from the Treasury Reports on Commerce and Navigation.

The Guianas.	Commerce.				Navigation.			
	Value of Exports.				American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchange.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	$ 971,565 ..	$ 57,661 ..	$ 1,029,226 ..	$ 212,931 ..	$ 1,242,157 ..	9,351 ..	22,019 ..	3,002 ..	3,483
1854,.....	871,989 ..	9,516 ..	881,505 ..	181,343 ..	1,062,848 ..	11,018 ..	17,292 ..	1,172 ..	3,291
1855,.....	1,140,725 ..	13,422 ..	1,154,147 ..	322,359 ..	1,476,506 ..	10,932 ..	22,340 ..	1,746 ..	1,932
1856,.....	1,333,520 ..	11,352 ..	1,344 872 ..	431,457 ..	1,776,329 ..	14,579 ..	21,182 ..	2,140 ..	3,998
1857,.....	1,432,151 ..	12,722 ..	1,444,873 ..	1,246,107 ..	2,690,980 ..	18,690 ..	26,375 ..	5,090 ..	5,193
1858,.....	1,228,376 ..	11,464 ..	1,239,840 ..	604,412 ..	1,844,252 ..	13 979 ..	20,229 ..	5,649 ..	4,344
1859,.....	1,392,999 ..	11,887 ..	1,404,886 ..	461,928 ..	1,866,814 ..	12 273 .	21,731 ..	5,844 ..	5,278
1860,.....	1,406,007 ..	47,483 ..	1,453,490 ..	739,922 ..	2,193,412 ..	13,682 ..	22,709 ..	6,681 ..	5,300
1861,.....	1,529,100 ..	23,546 ..	1,552,646 ..	480,067 ..	2,032,713 ..	12,566 ..	22,167 ..	5,977 ..	6,447

Progressive Statistical View of the Commerce of the United Kingdom with the Dutch, British and French Guianas, from the Official Returns of Trade and Navigation.

The Guianas.	Commerce.					Navigation.			
	Value of Exports.					British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	British Products.	Foreign and Colonial Products.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	£ 410,543 ..	£ 36,580 ..	£ 447,123 ..	£ 1,101,034 ..	£ 1,548,157				
1854,.....	418,830 ..	32,488 ..	451,318 ..	1,679,205 ..	2,130,523				
1855,.....	432,276 ..	35,449 ..	467,725 ..	2,050,002 ..	2,517,727				
1856,.....	425,373 ..	41,825 ..	467,198 ..	1,480,819 ..	1,948,017				
1857,.....	541,013 ..	47,728 ..	588,741 ..	2,086,224 ..	2,674,965	Tonnage not designated separately.			
1858,.....	475,851 ..	72,772 ..	548,623 ..	1,523,349 ..	2,072,472				
1859,.....	572,865 ..	64,134 ..	636,999 ..	1,532,845 ..	2,169,844				
1860,.....	596,405 ..	46,649 ..	643,054 ..	1,685,562 ..	2,328,616				
1861,.....	649,879 ..	58,395 ..	708,274 ..	1,876,825 ..	2,585,099				

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WEST INDIA ISLANDS.

Progressive Statistical View of the Commerce of the United States with the West India Islands, prepared from the Treasury Reports on Commerce and Navigation.

West Indies.	Commerce.					Navigation.			
	Value of Exports.					American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,	$ 14,035,171	$ 1,032,162	$ 15,067,333	$ 25,069,477	$ 40,136,810	646,826	563,802	125,175	98,448
1854,	17,720,157	984,041	18,704,198	24,463,058	43,167,256	657,456	609,406	114,810	92,962
1855,	16,854,837	1,034,412	17,898,249	25,835,306	43,733,555	608,761	692,068	99,170	83,478
1856,	16,343,216	1,069,538	17,412,754	33,409,623	50,822,377	690,208	697,162	117,660	54,226
1857,	21,048,215	6,189,700	27,237,915	56,917,099	84,155,014	907,395	824,273	127,651	52,400
1858,	22,629,789	3,488,875	26,118,664	36,861,173	62,979,837	831,009	806,372	123,088	53,031
1859,	22,223,534	1,839,223	24,062,757	44,497,396	68,560,153	901,282	863,381	166,997	82,696
1860,	23,167,439	1,416,945	24,584,384	43,399,852	67,984,236	903,961	891,141	186,557	96,019
1861,	20,339,811	4,005,460	24,345,271	41,522,561	65,867,832	829,057	697,215	133,163	82,235

Progressive Statistical View of the Commerce of the United Kingdom with the West India Islands, from the Official Returns of Trade and Navigation.

West Indies.	Commerce.					Navigation.			
	Value of Exports.					British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Products of U. King.	Foreign and Colonial Products.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,	£ 3,201,563	£ 283,616	£ 3,485,179	£ 6,497,237	£ 9,982,416	266,099	270,372	71,235	101,514
1854,	3,354,954	217,464	3,572,418	7 565,583	11,138,001	355,528	336,603	102,081	109,178
1855,	3,216,274	200,999	3,417,273	6,487,102	9,904,375	320,663	313,914	59,741	111,593
1856,	3,687.012	275,023	3 962,035	7,011,557	10,973,592	311,245	303,020	60,393	113,099
1857,	4,879,531	303,931	5,183,462	8,872,379	14,055,841	330,447	319,822	72 584	149,047
1858,	4,363,278	221,296	4,584,574	8,850,249	13,434,823	334,024	322.723	104,213	159,229
1859,	4,162,662	308,983	4,471,645	7,686,125	12,157,770	265,015	311,619	108,142	142,436
1860,	4,490,667	288,806	4,779,473	7,878,172	12,657,645	334,785	289,014	92,489	165,546
1861,	4,286,934	279,432	4,566,366	8,887,556	13,453,922	288,759	317,525	142,053	198,206

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SOUTH AMERICA—RECAPITULATION.

Progressive Statistical View of the Commerce of the United States with South America, from the Treasury Reports on Commerce and Navigation.

South America.	Commerce.					Navigation.			
	Value of Exports.					American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	$ 9,980,156 ..	$ 1,000,009 ..	$ 10,980,165 ..	$ 23,075,514 ..	$ 34,055,679 ..	354,614 ..	416,320 ..	99,941 ..	96,330
1854,.....	10,609,316 ..	802,715 ..	11,412,031 ..	25,840,156 ..	37,252,187 ..	460,989 ..	430,977 ..	67,720 ..	74,027
1855,.....	12,180,852 ..	1,274,556 ..	13,455,408 ..	27,874,693 ..	41,330,106 ..	440,354 ..	378,246 ..	37,895 ..	51,599
1856,.....	14,589,030 ..	1,127,510 ..	15,716,540 ..	31,675,404 ..	47,391,944 ..	349,813 ..	362,893 ..	31,520 ..	36,136
1857,.....	14,966,927 ..	1,260,692 ..	16,227,619 ..	36,155,286 ..	52,382,905 ..	444,745 ..	415,249 ..	38,636 ..	33,366
1858,.....	12,275,284 ..	1,043,100 ..	13,318,384 ..	31,299,934 ..	44,618,318 ..	375,274 ..	347,040 ..	40,176 ..	28,263
1859,.....	14,634,933 ..	1,342,036 ..	15,976,969 ..	37,796,212 ..	53,773,181 ..	421,399 ..	407,302 ..	67,852 ..	24,553
1860,.....	15,175,175 ..	1,566,925 ..	16,742,100 ..	35,992,719 ..	52,734,819 ..	470,629 ..	464,229 ..	52,833 ..	28,419
1861,.....	13,302,138 ..	1,045,759 ..	14,347,897 ..	33,262,953 ..	47,610,850 ..	457,962 ..	351,423 ..	43,177 ..	18,269

Progressive Statistical View of the Commerce of the United Kingdom with South America, from the Official Returns of Trade and Navigation..

South America.	Commerce.					Navigation.			
	Value of Exports.					British Tonnage.		Foreign Tonnage.	
Year ending Dec. 31.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	£7,920,304 ..	£322,473 ..	£8,242,777 ..	£7,596,585 ..	£15,839,362 ..	232,343 ..	193,786 ..	33,317 ..	59,875
1854,.....	7,994,741 ..	279,795 ..	8,274,536 ..	10,421,622 ..	18,696,158 ..	321,441 ..	250,738 ..	100,321 ..	76,069
1855,.....	8,374,209 ..	343,506 ..	8,717,715 ..	11,808,844 ..	20,521,559 ..	322,783 ..	242,380 ..	34,683 ..	68,849
1856,.....	9,207,075 ..	406,870 ..	9,613,945 ..	10,618,789 ..	20,232,734 ..	267,111 ..	264,278 ..	51,044 ..	134,590
1857,.....	11,530,345 ..	447,732 ..	11,978,077 ..	14,852,871 ..	26,830,948 ..	310,562 ..	287,465 ..	109,692 ..	143,226
1858,.....	9,122,342 ..	385,971 ..	9,508,313 ..	12,958,387 ..	22,466,700 ..	341,749 ..	262,973 ..	128,006 ..	104,886
1859,.....	9,312,501 ..	404,916 ..	9,717,417 ..	11,091,918 ..	20,809,335 ..	219,680 ..	264,005 ..	62,122 ..	108,026
1860,.....	12,041,293 ..	363,612 ..	12,404,905 ..	11,974,194 ..	24,379,099 ..	243,674 ..	293,333 ..	83,783 ..	149,753
1861,.....	11,132,674 ..	302,799 ..	11,435,473 ..	12,870,952 ..	24,306,425 ..	260,531 ..	275,184 ..	93,688 ..	171,811

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CENTRAL AND SOUTH AMERICA, MEXICO AND THE WEST INDIA ISLANDS.

Progressive Statistical View of the Commerce of the United States with Central and South America, Mexico and the West India Islands, from the Treasury Reports on Commerce and Navigation.

Central America.	Commerce.					Navigation.			
	Value of Exports.					American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,	$ 27,089,308	$ 3,244,704	$ 30,334,012	$ 51,172,211	$ 81,506,223	1,097,206	1,096,780	254,908	219,074
1854,	30,875,795	2,947,445	33,823,240	56,415,780	90,239,020	1,245,287	1,159,644	195,423	189,198
1855,	32,971,074	3,090,516	36,061,590	57,219,217	93,280,807	1,184,201	1,208,097	145,795	151,173
1856,	34,094,453	3,517,440	37,611,893	69,232,678	106,844,571	1,171,140	1,196,438	161,081	101,157
1857,	39,574,460	8,103,653	47,678,113	99,781,332	147,459,445	1,423,745	1,316,332	179,111	104,388
1858,	38,226,281	5,114,150	43,340,431	74,183,315	117,523,746	1,278,329	1,231,848	175,731	98,842
1859,	39,615,306	3,939,234	43,554,540	88,487,632	132,042,172	1,403,784	1,367,318	247,875	125,936
1860,	42,128,068	5,046,640	47,174,708	87,006,809	134,181,517	1,436,460	1,430,028	255,162	145,720
1861,	35,518,065	5,735,831	41,253,896	79,030,793	120,284,689	1,320,488	1,085,205	182,947	109,369

Progressive Statistical View of the Commerce of the United Kingdom with Central and South America, Mexico and the West India Islands, from the Official Returns of Trade and Navigation.

Central America.	Commerce.					Navigation.			
	Value of Exports.					British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Domestic Produce.	Foreign and Colonial Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,	£ 12,100,775	£ 698,982	£ 12,799,757	£ 15,036,007	£ 27,835,764	509,226	476,992	108,310	164,354
1854,	11,956,247	539,757	12,496,004	18,349,089	30,845,093	688,788	595,282	206,636	188,359
1855,	12,442,572	584,624	13,027,196	18,756,985	31,784,181	653,788	568,612	97,188	184,122
1856,	14,057,465	730,789	14,788,254	18,074,950	32,863,204	591,798	575,242	115,918	152,371
1857,	17,290,558	806,388	18,096,946	24,387,643	42,484,589	651,999	615,701	191,120	297,409
1858,	14,290,630	652,259	14,942,889	22,302,930	37,245,819	693,115	596,614	245,382	268,191
1859,	14,299,782	769,016	15,068,798	19,445,426	34,514,224	496,378	584,705	179,348	252,919
1860,	17,176,846	742,572	17,919,418	20,568,483	38,487,901	594,833	591,279	190,456	318,284
1861,	16,175,696	655,522	16,831,218	22,419,846	39,251,064	505,038	608,064	251,387	373,254

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SOUTH SEA ISLANDS, SANDWICH ISLANDS, &c.

Progressive Statistical View of the Commerce of the United States with the South Sea Islands, Sandwich Islands and others, from the Treasury Reports on Commerce and Navigation.

Sandwich Islands.	Commerce.				Navigation.			
	Value of Exports.				American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	....	$ 29,406	$ 29,406	$ 16,575	$ 45,981	18,111	20,260	3,914	4,118
1854,.....	....	55,891	55,891	119,130	175,021	22,287	19,835	1,451	1,417
1855,.....	$ 929,671	195,957	1,125,622	442,889	1,568,511	24,807	19,311	202	2,200
1856,.....	793,058	126,347	919,405	249,704	1,169,109	17,774	17,559	1,092	1,817
1857,.....	876,071	144,349	1,020,420	205,164	1,225,584	18,410	18,305	8,099	10,986
1858,.....	606,104	113,229	719,333	345,345	1,064,678	11,109	15,302	708	578
1859,.....	1,051,624	133,884	1,185,508	517,224	1,702,732	28,531	47,909	1,649	1,707
1860,.....	695,766	116,470	812,236	480,260	1,292,496	33,507	26,279	1,736	1,592
1861,.....	484,315	107,618	591,933	459,390	1,051,323	20,031	17,466	1,884	909

Progressive Statistical View of the Commerce of the United Kingdom with the South Sea Islands, Sandwich Islands, &c., from the Official Returns of Trade and Navigation.

Sandwich Islands.	Commerce.				Navigation.			
	Value of Exports.				British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Domestic Produce.	Foreign and Colonial Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	£ 25,433	£ 1,134	£ 26,567	£ 4,089	£ 30,656	181	315	1	414
1854,.....	59,661	3,615	63,276	3,021	66,297	..	847	..	1,420
1855,.....	45,860	2,083	47,943	2,631	50,574	296	1,080	..	316
1856,.....	52,909	2,512	55,421	14,799	70,220	284	1,102	..	487
1857,.....	91,827	2,206	94,033	10,445	104,478	177	992	..	1,165
1858,.....	67,233	2,137	69,370	8,199	77,569	283	922	..	1,178
1859,.....	114,948	8,496	123,444	11,773	135,217	..	1,630	..	1,108
1860,.....	33,967	1,406	35,373	298	35,671	296	1,274	..	758
1861,.....	114,524	2,197	116,721	..	116,721	..	291	..	1,047

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CHINA.

Progressive Statistical View of the Commerce of the United States with China, from the Treasury Reports on Commerce and Navigation.

China.	Commerce.					Navigation.			
	Value of Exports.					American Tonnage.		Foreign Tonnage.	
Years ending June 30.	Domestic Produce.	Foreign Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. S.	Cleared U. S.	Entered U. S.	Cleared U. S.
1853,.....	$ 3,212,574 ..	$ 524,418 ..	$ 3,736,992 ..	$ 10,573,710 ..	$ 14,310,702 ..	65,899 ..	66,041 ..	26,965 ..	24,808
1854,.....	1,293,925 ..	104,163 ..	1,398,088 ..	10,506,319 ..	11,904,407 ..	51,196 ..	68,658 ..	19,230 ..	18,547
1855,.....	1,533,057 ..	186,372 ..	1,719,429 ..	11,048,726 ..	12,768,155 ..	55,048 ..	101,660 ..	15,767 ..	15,968
1856,.....	2,048,244 ..	509,993 ..	2,558,237 ..	10,454,436 ..	13,012,673 ..	69,194 ..	83,433 ..	9,981 ..	10,962
1857,.....	2,019,900 ..	2,375,230 ..	4,395,130 ..	8,356,932 ..	12,752,062 ..	57,042 ..	59,549 ..	6,987 ..	9,480
1858,.....	3,007,748 ..	2,689,603 ..	5,697,351 ..	10,570,536 ..	16,267,887 ..	49,958 ..	57,972 ..	15,814 ..	10,696
1859,.....	4,233,016 ..	2,894,183 ..	7,127,199 ..	10,791,381 ..	17,918,580 ..	63,275 ..	95,083 ..	7,810 ..	6,668
1860,.....	7,170,784 ..	1,735,334 ..	8,906,118 ..	13,566,587 ..	22,472,715 ..	77,254 ..	78,370 ..	4,213 ..	5,775
1861,.....	5,809,724 ..	1,107,703 ..	6,917,427 ..	11,351,719 ..	18,269,146 ..	70,295 ..	46,614 ..	5,655 ..	1,511

Progressive Statistical View of the Commerce of the United Kingdom with China, (including Hong-Kong,) from the Official Returns of Trade and Navigation.

China.	Commerce.					Navigation.			
	Value of Exports.					British Tonnage.		Foreign Tonnage.	
Years ending Dec. 31.	Domestic Produce.	Foreign and Colonial Produce.	Total Exports.	Total Imports.	Total Exchanges.	Entered U. K.	Cleared U. K.	Entered U. K.	Cleared U. K.
1853,.....	£ 1,749,597 ..	£ 57,158 ..	£ 1,806,755 ..	£ 8,255,615 ..	£ 10,062,370 ..	31,371 ..	69,010 ..	12,315 ..	18,814
1854,.....	1,000,716 ..	26,400 ..	1,027,116 ..	9,125,040 ..	10,152,150 ..	54,365 ..	23,616 ..	24,719 ..	11,468
1855,.....	1,277,944 ..	26,052 ..	1,303,996 ..	8,746,590 ..	10,050,586 ..	52,620 ..	29,752 ..	30,591 ..	24,177
1856,.....	2,216,123 ..	70,671 ..	2,286,794 ..	9,421,648 ..	11,708,442 ..	52,801 ..	45,771 ..	17,600 ..	22,759
1857,.....	2,449,982 ..	55,192 ..	2,505,174 ..	11,448,639 ..	13,953,813 ..	53,893 ..	75,729 ..	9,708 ..	50,743
1858,.....	2,876,447 ..	90,005 ..	2,966,452 ..	7,073,509 ..	10,039,961 ..	61,791 ..	55,754 ..	7,897 ..	29,530
1859,.....	4,457,573 ..	128,663 ..	4,586,236 ..	9,014,310 ..	13,600,546 ..	58,432 ..	88,278 ..	8,387 ..	42,138
1860,.....	5,318,036 ..	133,521 ..	5,451,557 ..	9,323,764 ..	14,775,321 ..	77,081 ..	117,831 ..	11,046 ..	83,050
1861,.....	4,848,657 ..	91,783 ..	4,940,440 ..	8,746,473 ..	13,686,913 ..	82,738 ..	82,072 ..	4,162 ..	32,618

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PROCEEDINGS OF THE CHAMBER OF COMMERCE.

At a regular monthly meeting of the Chamber of Commerce of the State of New-York, held February 4, 1864—

Mr. THOMAS TILESTON, Chairman of the COMMITTEE ON OCEAN STEAM COMMUNICATION, verbally reported the action of the Committee, and submitted the foregoing MEMORIAL to Congress.

On motion of Mr. JONATHAN STURGES, seconded by Mr. GEORGE BLUNT, it was

Resolved, That the Report of the Committee be accepted, and the Memorial presented be accepted and adopted, printed for the use of the Chamber, and sent to Washington at an early day.

On motion, it was also

Resolved, That the gentlemen, who have to-day addressed the Chamber, be requested to furnish copies of their remarks on the occasion of the adoption of the Memorial, for publication.

From the Minutes.

JOHN AUSTIN STEVENS, JR., *Secretary.*

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